Vol 8 **The War Illustrated** N° 181

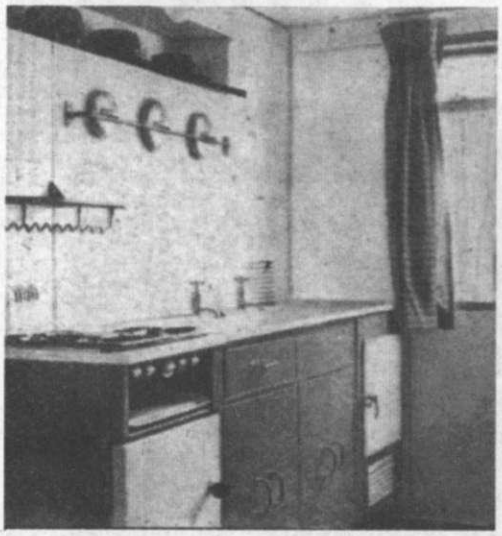
SIXPENCE — Edited by Sir John Hammerton — MAY 26, 1944

IN HONOUR OF THE RUSSIAN FALLEN in Stalingrad this temporary memorial has been erected to unknown Red Army soldiers who died in the fierce fighting for the city; a permanent monument will later take its place. In a recent statement, the Vice-President of the Academy of Architecture of the U.S.S.R. said that plans were being made to lay out the centre of the reconstructed city in broad squares, adorned with mighty monuments to the heroes of Stalingrad.
Photo, Pictorial Press

Our Roving Camera Looks at the Housing Problem

CARAVANS serve at least as a temporary measure to overcome the housing problem near Elstree, on land which prior to the war was a holiday camp site. Some 20 families live in the caravans, which are either rented or self-owned; the inhabitants are Service people, munitions workers and evacuees, whose children attend the village school. The community is self-contained and well-ordered. Left, the caravan "town" at Elstree; and (below), inside a caravan, where space is limited and domestic arrangements are simple; cooking is done individually on stoves with cylinder-contained gas or coal fires.

Photos, Daily Mirror, Topical Press, Planet News



EMERGENCY HOUSES to help immediate needs in post-war Britain were mentioned by Mr. Churchill in his broadcast on March 26, 1944. One of the pre-fabricated steel houses, of which it is hoped to build 500,000, has been erected in London (bottom left). The house has a living-room, two bedrooms, kitchen (above left), and bathroom, lavatory and shed. Another type of two-storey, pre-fabricated house produced by a Hull firm (bottom right) was recently erected in just under nine hours. Workmen are seen laying the floors (centre right).

THE BATTLE FRONTS

by Maj.-Gen. Sir Charles Gwynn, K.C.B., D.S.O.

With the approach of the long awaited Second Front the atmosphere became almost unbearably tense by the beginning of May. Rumours and speculations from a multitude of sources provided a variety of forecasts of its date, points of attack and methods that gave ample scope for choice. The odds were long, however, against any of them proving more than partially correct, but they served to indicate the difficulty the Germans would have in adjusting their dispositions to meet the threat without unduly dispersing their resources in an attempt to be strong everywhere. Personally, with so many possible permutations and combinations, including a number of unknown factors, I was content to wait and see what the Allied Command would produce.

The lull in major operations—other than the air offensive—which set in towards the end of April served only to increase the tensity of the situation and to give additional subjects for speculation. How long would it last and where would it be broken—on the Russian front, in Italy or in the Balkans ?

RUSSIA On the Russian front it seemed at any rate pretty certain that the lull would not last as long as in 1943. Then, although mud brought operations to a standstill for a considerable time, the main reason for the prolongation of the lull was the exhaustion of both sides after the winter campaign and the necessity of carrying out extensive reorganization before embarking on major operations again. This year the Russians show no sign of exhaustion and they have demonstrated their ability to maintain their offensive under most adverse ground conditions. North of the Pripet Marshes the lull is probably due to ground conditions which in the north are worse and persist longer than in the south, but south of the Marshes it may be no more than an unusually long pause made desirable by the coincidence of several reasons. The main reason I judge is that the offensive, having split the enemy's forces into two groups, has now two distinct objectives, which call for considerable regrouping of the armies before launching major operations in divergent directions.

Secondly, the distance the offensive has already covered has immensely increased the length of lines of communication which almost certainly must require to be improved before they can stand the strain of maintaining a major offensive. A third reason is that the offensive between the objective in Poland and the objective in the lower Danube area has reached the Carpathians, which encroach on both lines of renewed operations, limiting their scope of manoeuvre. With the passes still blocked by snow, operations across the Carpathians on a major scale are presumably out of the question. But, perhaps more important, the melting of the snows has brought the Dniester, Pruth and Sereth temporarily down in flood which improves the German defensive position ; and, where the foothills of the mountains encroach on the area of operations, tributaries in spate are a particularly serious obstacle. Comparatively small swift flowing torrents may often prove a greater obstacle to military operations than large rivers whose levels are less liable to sudden and extreme fluctuation. On the whole, however, on the southern front seasonal conditions tend to limit the scope of operations rather than to bring them entirely to a standstill as mud can do in the north.

The unexpectedly rapid fall of Sevastopol on May 9 was a fitting climax to what I think was one of the most brilliant achievements of the Soviet military forces. The initial break-through into the Crimea was a masterpiece of planning and execution, but the Sevastopol defences were so strong that it seemed probable that a prolonged siege might be necessary. That the Russians were able in three weeks to complete preparations for the final assault and to overwhelm the defence in three days' fighting was an amazing proof of their organizational and tactical ability.

BURMA While the lull continued in Europe more interest could be taken in Far Eastern operations. In Burma the situation was certainly obscure and not a little disturbing. The Japanese offensive which had isolated a considerable body of our troops in the Imphal area and was attacking the small garrison at Kohima on its main line of communications would, in ordinary European warfare, have undoubtedly produced an alarming situation.

FAILING TO TAKE KOHIMA, Allied base in Assam, Japanese troops were, on May 15, 1944, concentrating in the area of Imphal in the Manipur State, where strong Allied forces barred the way. In Northern Burma the Allies were advancing in the Mogaung valley.
By courtesy of The Times

It was difficult to realize that in Burma, although operations were conducted by fairly large forces of well-equipped troops, they had largely the character of guerilla warfare, and only in the open Imphal plain could battles of a normal type develop. There the isolated force had the advantage of superior armament owing to the inability of the Japanese to bring up large numbers of the more powerful weapons because of their indifferent communications, and once they emerged from the surrounding jungle their attacks were therefore practically bound to fail. Nor was the isolated force likely to suffer from lack of supplies, for its large reserves could be frequently supplemented by air transport.

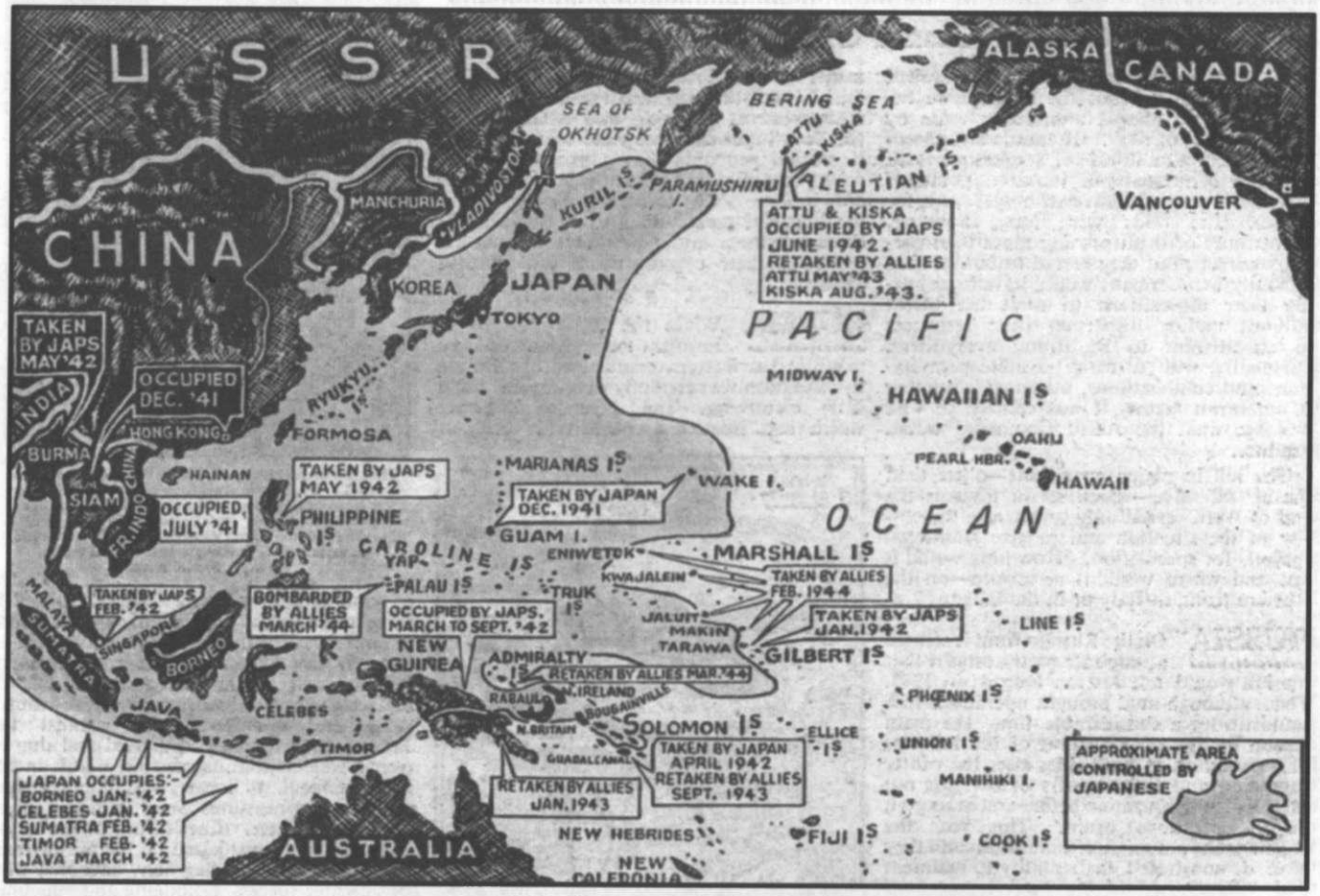
The situation at Kohima was more serious, for there not only was the garrison very much smaller, but the Japanese were able to close in on it from the surrounding jungle. Only the very gallant defence of the garrison prevented a regrettable incident, damaging to our prestige, and one which might have enabled the Japanese to infiltrate up to and interrupt the railway which provides the line of communication with General Stilwell's force in the north. It was only after a period of some anxiety that a relieving force broke through the blocks on the road between Kohima and the railway and was able to replace the original garrison by fresh troops. A general counter-offensive against the Japanese detachments, dispersed and dug in over a wide area at inaccessible points in the jungle difficult to locate, was impracticable and counter-measures were perforce of a guerilla character. Carried out on an extensive scale by troops based on the railway and by the Imphal force they may have met with considerable success, dislodging and inflicting heavy casualties on Japanese detachments. The Japanese are having difficulty in maintaining supplies ; these difficulties will probably greatly increase in the monsoon season which has begun and they may compel the Japanese to withdraw.

FIELD-MARSHAL KESSELRING, German C.-in-C. Southern Italy, whose troops our 5th Army is fighting at Anzio and Cassino, uses a field telephone (left) ; with him is Field-Marshal of Air Force Wolfgang von Richthofen, relative of Germany's last war air ace.
Photo, Planet News

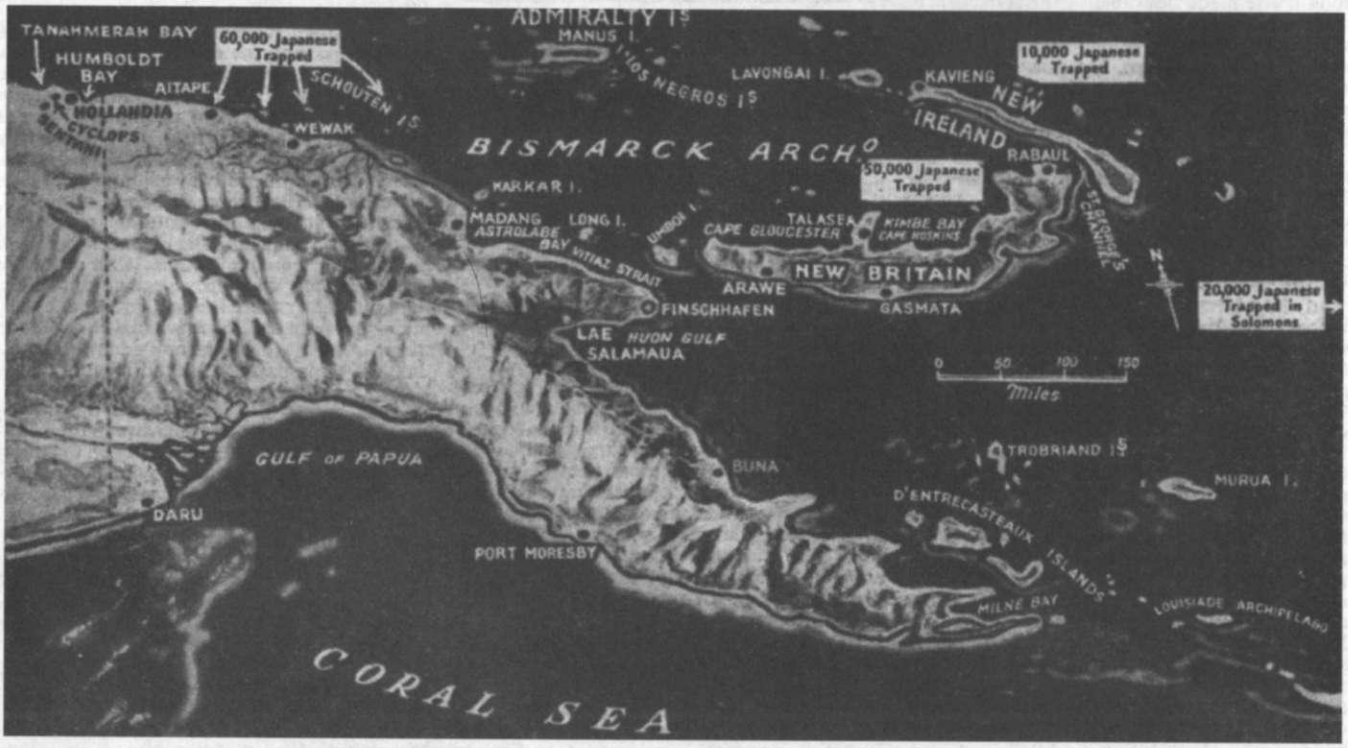
Meanwhile, General Stilwell's Chinese troops, covering the construction of the new road, which may one day link up with the old Burma road to China, are making steady progress, and the main communications of the Japanese opposing them have been cut by the Chindit airborne force which has established itself on the railway leading north from Mandalay. That force has been reinforced, but little information about its operations, evidently also of a guerilla character, has been given. Air communications with it during the monsoons obviously present difficulties, but apparently there is confidence that a technique has been developed which will overcome them. Japanese attacks on its central stronghold at Henu have all been driven off.

FAR EAST The progress of the air-sea offensive in the south-west Pacific (see map, p. 4), now far ahead of schedule, is very encouraging. It is clear that under the umbrella of carrier-borne aircraft amphibious operations can be carried out at a constantly increasing range. In an attempt to be strong everywhere the Japanese shore-based aircraft have to be distributed over many points, with the result that detachments are liable to be overwhelmed by the surprise attacks of carrier-borne aircraft and long-range shore-based bombers, leaving detachments of ground troops such as that at Wewak without air support to be isolated or dealt with by landing parties in due course. Meanwhile the magnificent purely land operations carried out by Australian troops under appalling difficulties of terrain and climate which ended in the capture of Madang should not be forgotten or underrated.

Pattern of Allied Attack in the Pacific War



GENERAL STRATEGIC POSITION in the Pacific war is shown in the detailed map of the area above. Reference to the indicators shows that a considerable number of vital places captured by the Japanese in their initial offensive of 1941-42 have been recaptured or are in the process of being recaptured by the Allied forces, slowly but steadily pushing the enemy back the way they came. On Mar. 29, 1944, the U.S. Pacific Fleet prepared the way for further strategic progress by attacking Palau Islands ; these are the most westerly of the Carolines, and the attack was by far the deepest penetration made into Japanese territory in the Pacific to date. Heavy sea and air blows were struck at Truk, Japanese naval base, on April 29 and 30. Wake Island had also been subjected to air attacks, indication of the manner in which the Allied arm ever lengthens its reach.



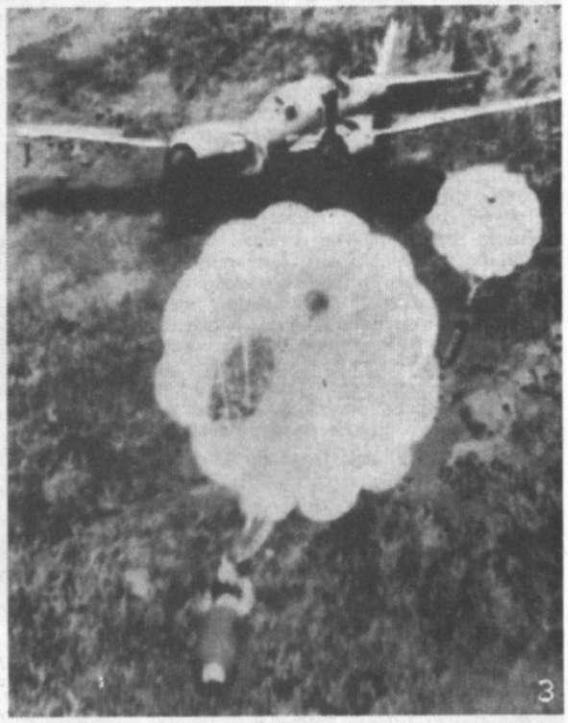
SURPRISE ASSAULT LANDINGS on the New Guinea coast in the rear of the Japanese, which entailed the greatest assembly of Allied air, sea and land forces ever seen in the south-west Pacific, resulted in the capture of Hollandia and Aitape in Northern New Guinea by April 28, 1944, and in the trapping of an enemy force estimated at 60,000 men between these places and Wewak and Madang. Madang itself fell to Australian forces on April 24. With the exception of a small area in the north-east of New Britain, covering Rabaul, in which region another big force of Japanese has been trapped, this island is in Allied hands. Up to May 11 all Japanese efforts to supply, reinforce or evacuate the doomed garrisons in New Guinea, New Britain, New Ireland and the Solomons had been smashed.

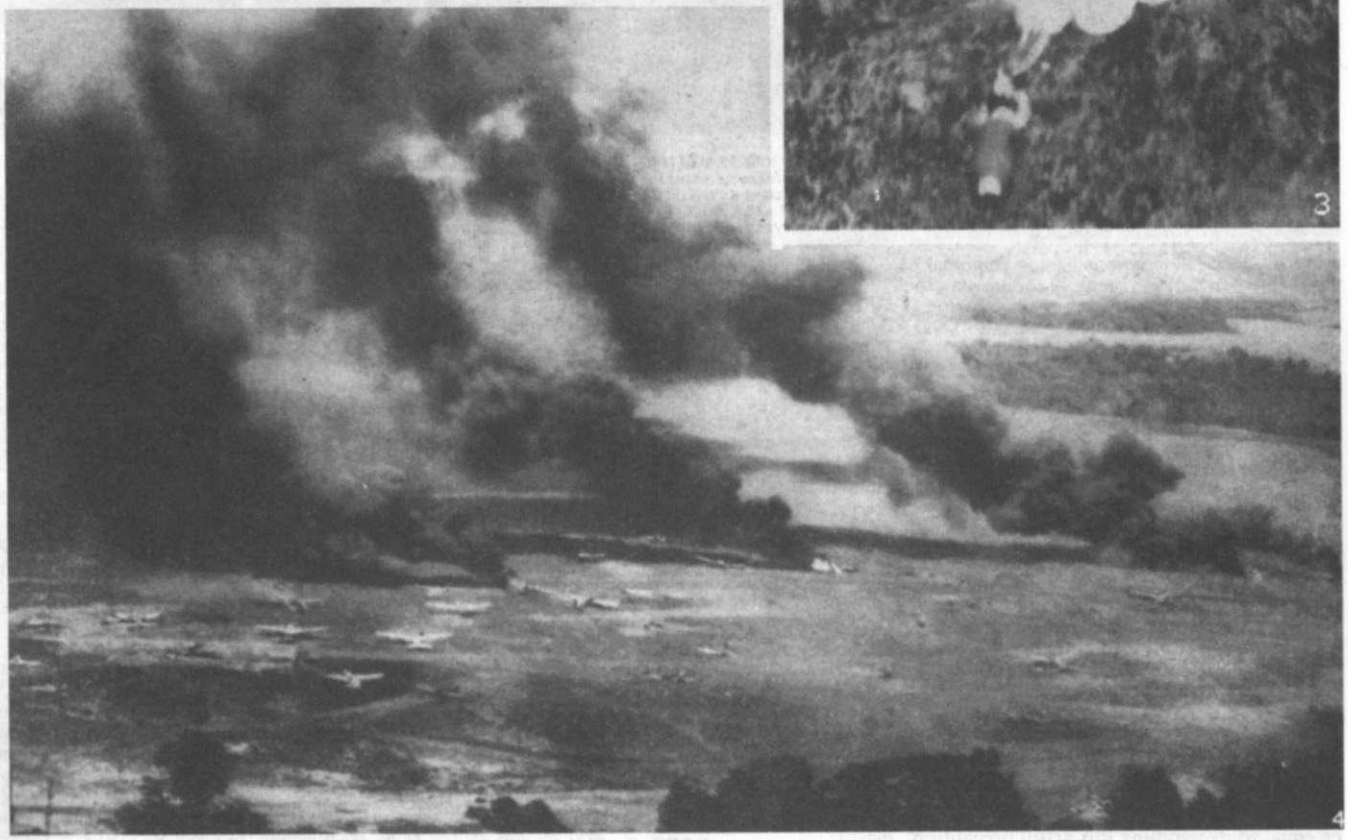
Courtesy of The Daily Telegraph

In New Guinea Another Japanese Base Falls

THREE-DAY AIR POUNDING of Japanese positions paved the way for the great Allied landings at Hollandia (Dutch New Guinea), Aitape and Tanahmerah Bay on April 22, 1944 (see map in facing page). Hollandia looks peaceful (1), but it is now the centre of Allied military activity. Dutch civil authorities arrived there with the troops, to handle the affairs of the first Dutch territory recaptured from the enemy. In typical New Guinea terrain, U.S. infantrymen wade across a jungle stream, while a heavy calibre machine-gun posted on the bank covers their advance (2). Parachute bombs drop towards a grounded Japanese plane, which a second later was blown to pieces (3). At the enemy airfield at Hollandia (4), wrecked installations and aircraft burn after the devastating air attacks which preceded the landings.

Photos, U.S. Official, E.N.A., New York Times Photos, Keystone





THE WAR AT SEA

by **Francis E. McMurtrie**

PRIMARILY the invasion of Europe is a naval undertaking, based on Allied superiority in sea power. No landing in hostile territory could be undertaken with much prospect of success in the absence of such superiority, since it would be liable to interception on passage, or to subsequent isolation from reinforcement in the event of naval support proving insufficient. It was sea power which enabled the successful landings in North Africa and Sicily, and at Salerno and Anzio, to be accomplished without serious loss or subsequent interruption. A landing effected, the Navy has still to keep open the sea routes by which supplies and reinforcements of all kinds must be kept constantly flowing to sustain the invading armies.

An essential feature of a really successful invasion is some element of surprise. Hence the secrecy with which preparations for the great expedition are surrounded. Travel to Ireland and elsewhere has been forbidden, and even the dispatch of diplomatic mails by neutral embassies and legations has been suspended to guard against the danger of warning being conveyed to the enemy.

For a considerable time past the Germans have been endeavouring by every possible device to discover not only the date when the invasion will begin, but also the points selected for the first landings. Though conditions of weather and tide must govern the former contingency, there is still a considerable period during which prospects should be favourable, and to narrow down the date to a definite few days would assist our foes immensely. Still more valuable would it be for them to make certain where the blow will fall, so that they might concentrate all their defensive measures at the right spot. Actually there are so many possibilities that they are in danger of dissipating their resources in a vain endeavour to be strong everywhere.

NORWAY and Denmark Offer Attractions to Invader

Thus there has recently been a tendency to forecast an Allied stroke in Norway, where harbours abound and German communications are extended across a stretch of sea where interruption should not be difficult. In an endeavour to extract information concerning this possibility, neutral papers have been furnished with paragraphs, inspired from Berlin, to the effect that there have been troop concentrations in Iceland, from which the blow may therefore be expected to come.

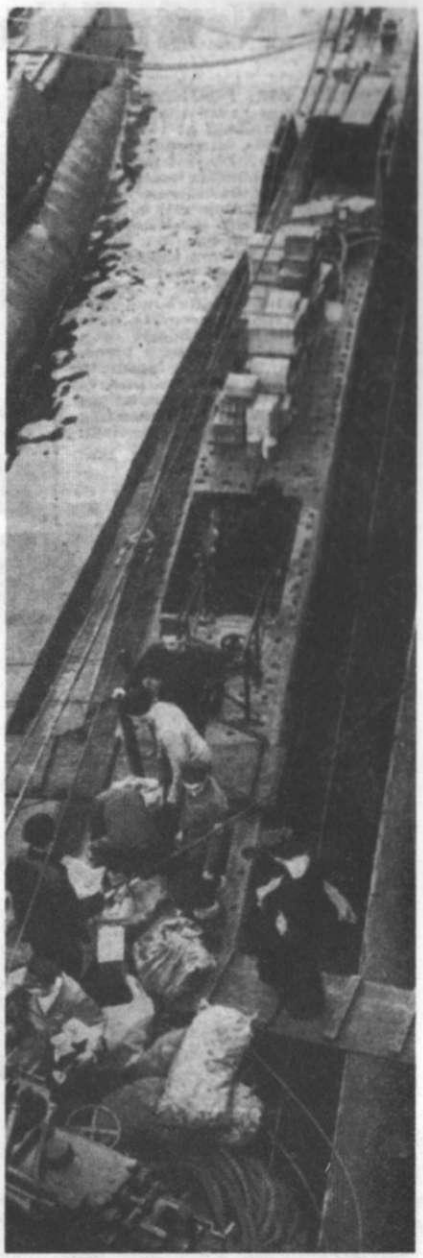
Again, the flat peninsula of Denmark, whose people have recently followed the example of the Norwegians in organizing a stubborn passive resistance to the Nazi domination of their country, offers certain attractive features to an invader. German occupation forces have therefore been strengthened and some of the more likely landing places barred by fortifications.

IN the Netherlands, coastal areas have been flooded, and threats to destroy the dykes and inundate the greater part of the fertile fields of Holland with salt water on a large scale have been uttered. Farther south, along the French coast, what has been variously termed the Atlantic Wall or Western Wall has been constructed. It consists of a series of fortifications, reminiscent to some extent of the Siegfried Line, paralleled by minefields both in coastal waters and along the shore. To baffle the mine-detecting devices which have been used successfully in the past by Allied armies, German land mines are now reported to be made of non-magnetic material. It may be assumed, however, that the ingenuity of our experts will be equal to overcoming this artful precaution.

There is, of course, no reason why the invasion should be confined to the Atlantic coasts held by the enemy. For this reason the inhabitants of certain parts of the Riviera have been compelled to evacuate their dwellings at short notice, in case a descent should be made from Corsica and their assistance be invoked by the invaders.

All this shows how perplexed and worried the Germans must be, and how necessary it is that they should be prevented from ascertaining with any approach to certainty the plans which are now maturing for their discomfiture. It is always within the power of the Allies, owing to their superior sea power, to change the direction of the attack at the last moment; or several landings can be started, some of which may prove ultimately to be mere feints, designed to draw enemy strength in the wrong direction.

LANDING craft have been assembled in such numbers that it is probable there are few harbours around the British coasts facing the Continent without their quota of these specially designed vessels. American shipbuilding resources now undertake the construction of such craft as a first priority, having as their target the provision of 80,000 of them. Already more than a fourth of this total is officially stated to have been delivered.



IN THE WAR AGAINST JAPAN Britain's submarines, ever-increasing in number, will be a powerful factor in the intensified actions to come. Already, operating in the Indian Ocean, they have struck many vital blows at Japanese supply lines. (See p. 616, Vol. 7.) Preparing for further missions in the Far East is this submarine, into which stores are being loaded (right), while one of its deadly torpedoes is taken aboard (left), ready to send yet another enemy vessel to the bottom. Average number of torpedoes carried is six. *Photos, Fox*

All these vessels will be under naval control, manned and commanded by personnel of the Royal or Allied Navies or of the Royal Marines. Fortunately, the exceptional qualifications of the latter corps for the conduct of amphibious operations are at last being adequately recognized.

There has been more activity in the Channel of late, as the lengthening days leave the enemy fewer hours of darkness within which to transfer supplies along the French coast by sea. A smart action on April 26 resulted in a German destroyer of 1,100 tons being sunk by four British destroyers of the "Tribal" type, supported by a new cruiser named Black Prince, whose commanding officer (Captain D. M. Lees, D.S.O., R.N.) was in charge of the whole operation.

Three of the destroyers in question were the Athabaskan, Haida and Huron, new vessels of close on 2,000 tons belonging to the Royal Canadian Navy. The fourth was the older destroyer Ashanti, of 1,870 tons, a unit of the Royal Navy. Nothing has been said officially to indicate the class to which H.M.S. Black Prince belongs, but according to the Swedish Navy League Annual, "Marinkalender," she is of an improved Dido type. The official photograph reproduced in page 614, Vol. 7, showed just such a ship engaged in supporting the Anzio landing.

IN a second encounter three days later the Germans would seem to have laid a trap for the Canadians (see story in page 25). In pursuing enemy light forces towards the French coast, the Athabaskan was torpedoed by one of the small craft which are incorrectly referred to as E-boats, though the German name for them is S-boats (*Schnellboote*). They are actually equivalent to our own motor-torpedo boats. About 130 of her officers and men appear to have been rescued, though many of these are prisoners. The enemy did not escape scatheless, for one of their destroyers was driven on to a shoal, where her destruction was completed on May 7 by our motor-torpedo boats under Lt.-Cmdr. T. N. Cartwright, D.S.C., R.N.V.R.

H.M.S. Grenville Rams E-Boat in Midnight Battle

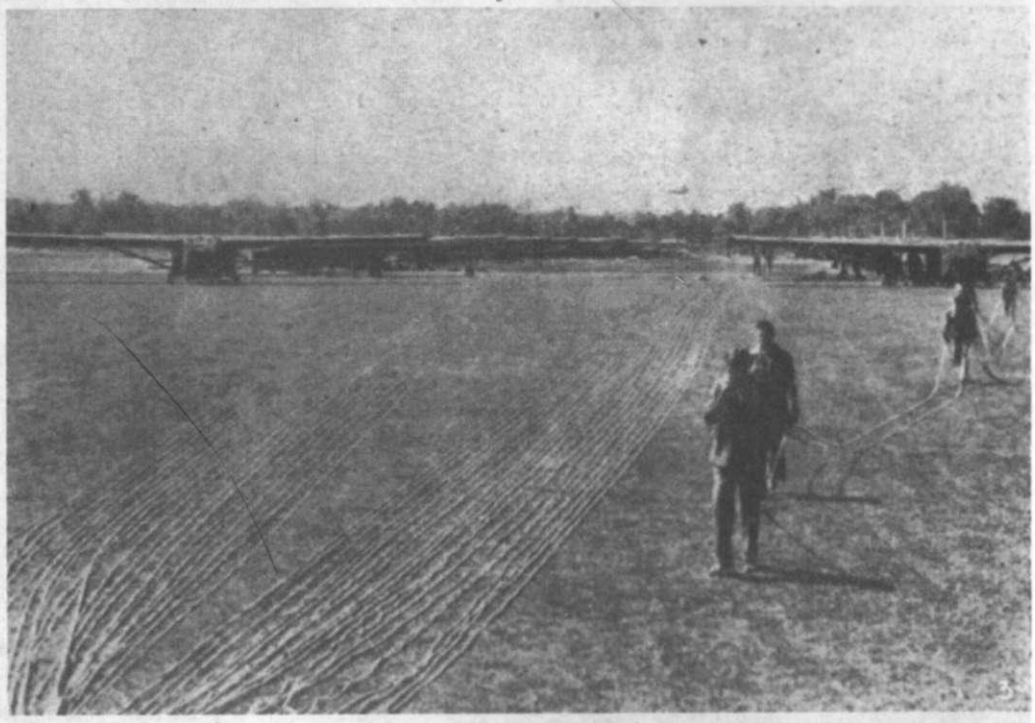
AFTER A FAST SEA CHASE off the Anzio beach-head at midnight on Mar. 24, 1944, the British destroyer, H.M.S. Grenville, rammed and sank a German E-boat which she had previously crippled by gunfire. Back in port gunners, who helped to stop the E-boat before it was rammed, busy themselves fusing shells for the Grenville's guns, in readiness, perhaps, for another victory of the same kind. H.M.S. Grenville replaces a destroyer of the same name which was sunk in the North Sea on Jan. 20, 1940.

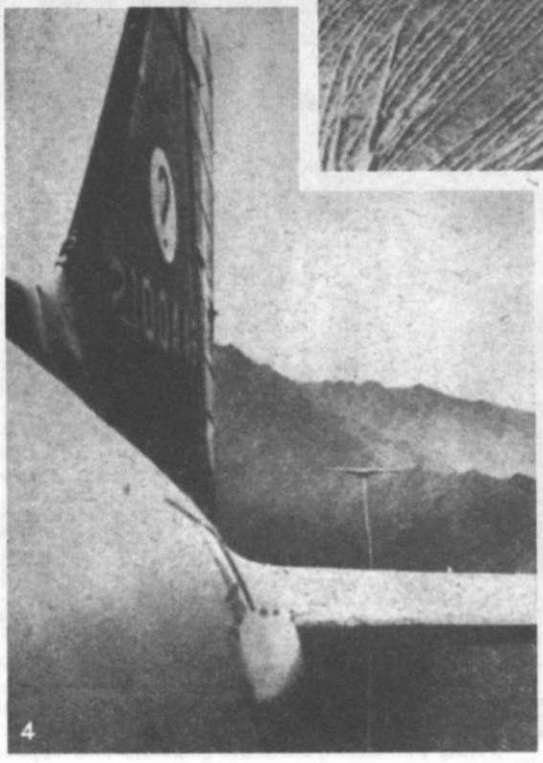
Photo, British Official

How Glider Troops Went to Burma 'Broadway'

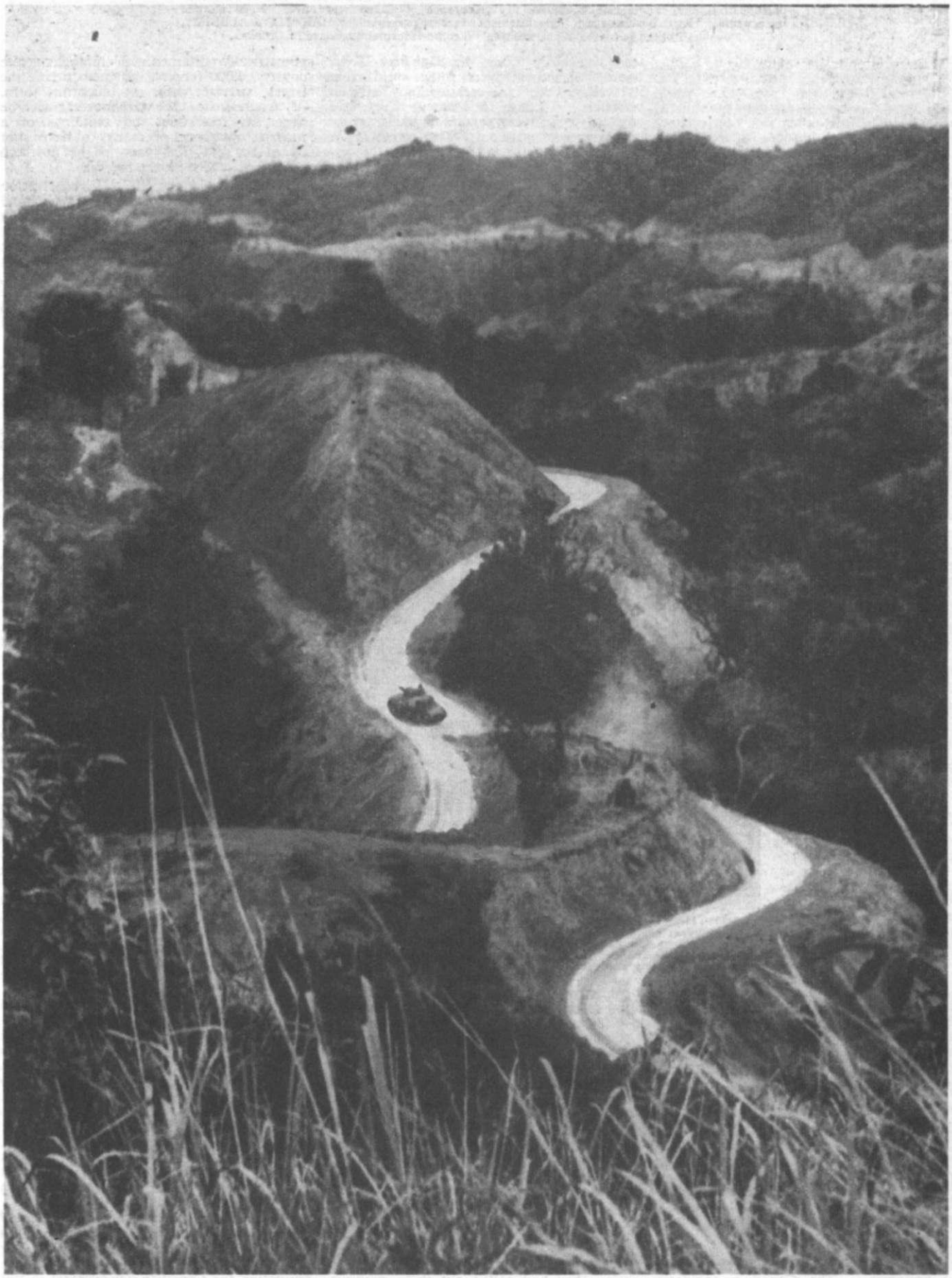
DARING PENETRATION behind the Japanese lines in Burma, 200 miles east of Imphal, by airborne troops commanded by the late Maj.-Gen. O. C. Wingate, was achieved by an air commando force under Col. P. J. Cochran, U.S.A.A.F., on March 5, 1944. Two sites were selected for the landing, called "Broadway" and "Piccadilly." But as later reconnaissance showed Piccadilly to be obstructed, the entire glider force went to Broadway, most arriving safely. To relieve congestion another airfield was constructed, and up to March 11 thousands of men, more than 500,000 lb. of stores, 1,183 mules and 175 ponies were landed by air.

Maj.-Gen. O. C. Wingate, D.S.O. (wearing topee) and Col. P. J. Cochran give British and U.S. flyers a final briefing (1). A mule is coaxed aboard a transport plane (2). The glider force lined up, tow ropes ready (3). A tow plane and glider pass over the Chin Hills en route to Broadway (4). Allied fighting men sit round their glider, crashed on landing (5).





Precipitous Heights of the Imphal Road



ALONG STEEP TWISTING WAYS, such as this mountain road from Ukhrul to Imphal (capital of Manipur State in Assam on the borders of Burma) over which an Allied tank is seen advancing, British forces move also against the Japanese at Kohima, 87 miles from Imphal. Through some of the most difficult country in the world, overcoming immense physical obstacles, our 14th Army is pushing on. On May 8, 1944 the enemy was counter-attacking on the Ukhrul-Imphal road. See also map in p. 771, and illus. p. 773, Vol. 7.

Photo, Indian Official

Mighty is Canada's Help to the United Nations

Apart altogether from the epic story of her armed forces, the great Dominion of Canada's records of industrial and engineering triumphs, in furtherance of Allied war aims, verge on the miraculous. Facts substantiating that statement are here presented by HAROLD A. ALBERT, who has worked in close touch with the Wartime Information Board in Ottawa.

CANADA at war has expanded a 15-ship navy into a sea force of over 600 vessels and has become a naval force third in strength among the United Nations. Her anti-submarine craft have taken over half the burden of convoying merchant ships across the North Atlantic; and her shipyards, almost non-existent in 1939, have repaired more than 5,000 damaged merchant ships and serviced more than 4,000 naval vessels.

Her air force had a pre-war strength of only 4,000 men. Now the R.C.A.F. has 38 fighter and bomber squadrons overseas, and for every Canadian in these squadrons there are 11 other R.C.A.F. air crew members with the R.A.F. In addition, Canada has organized, trained and equipped from her own factories a fighting army of over 500,000 and has handled contracts for over 10,000 million dollars' worth of munitions. While this has been going on, she has keyed her farm production to the highest point on record and has become a world trading nation second only to Britain and the U.S.A.

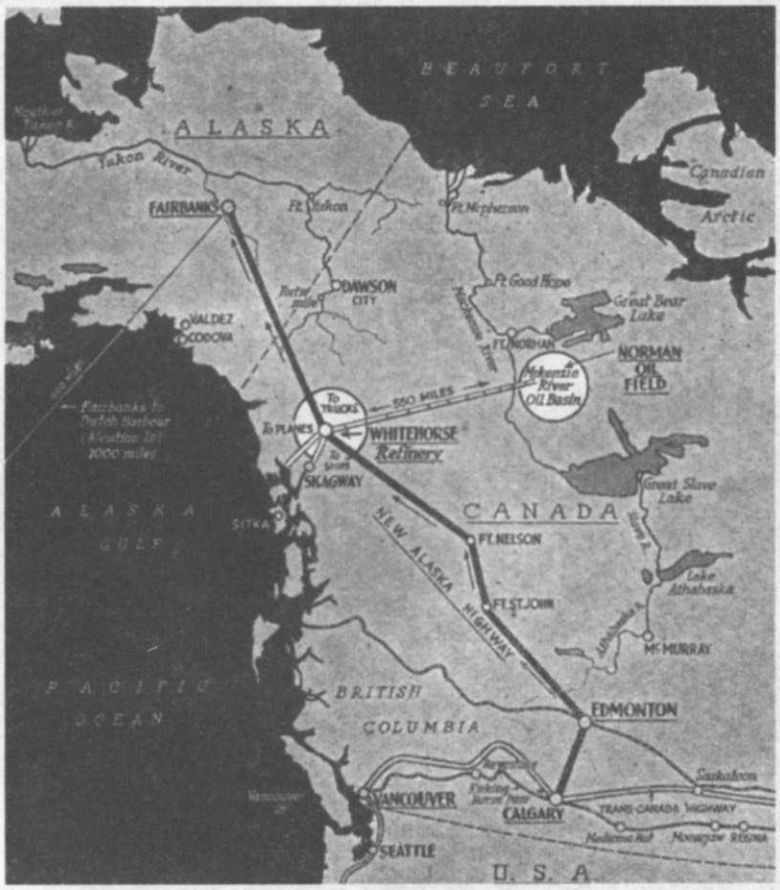
These facts are amazing. They serve to illuminate the striking energy and singleness of purpose of the Canadian people. They are so impressive that one discovers almost with shock and disbelief that there are only 11,500,000 people in the entire Dominion—two or three million fewer than in Yugoslavia! Yet this is the Canadian miracle. Her people have the largest gun plant in the Empire, and its assembly lines have been turning out 25-pounders and other guns faster than the rival records established by Krupps in Germany or by the Soviets at Magnitogorsk. Her small-arms ammunition factories alone produce a million rounds a day. Her slipways are disgorging cargo ships at the rate of 20,000 tons a week. These statistical highlights are outshone in turn by the quiet feats that have been going on in Canada month by month since the outbreak of war. Among them are epics of engineering skill and ingenuity rivalling the greatest achievements in the history of man.

EARLY in 1941, for instance, the big aluminium smelting plants at Arvida, 130 miles north of Quebec, reached the peak of their power. New dams, barricading the flood waters of the Lake St. John area and yielding a hydro-electric output of 840,000 h.p., had already made Canada the world's third largest producer of aluminium. These fully tapped the only available natural energy, but nearly double their power output was needed if Arvida was to meet the demands of Allied aircraft and armaments. The Canadian engineers were unperturbed. By the spring of 1942, 10,600 men drawn from all the eleven Provinces were working night and day in ten-hour shifts, lifting the Saguenay River, one of the deepest rivers in the world, from its valley bed and creating an artificial waterfall. Toiling in secrecy they have created within two years a mightier power development than Boulder Dam in the U.S.A. A few miles upstream from Arvida, the new Shipshaw Dam and power-station totals a 1,500,000 h.p. capacity, and Canada's aluminium output is now thought to surpass that of the entire pre-war world.

At Goose Bay, in the Newfoundland territory of Labrador, the building of the greatest airport began at scratch when twenty Canadian lumberjacks waded ashore from an icebreaker three years ago. It was a spot lost in a savage and impenetrable hinterland. Its only approaches were from the sea. Within three days the lumbermen had built a log jetty. Within three weeks sea supplies were being landed at a permanent dock. The first five tractors to be landed became enmeshed in the mud of a spruce swamp. The Canadians laid logs as a road, and man-hauled the tractors to firmer terrain.

The first blizzards buried the equipment in snowdrifts thirty feet deep. The men slept in tents, with the temperature at 50 degrees below zero. For all that, they finished a gravel runway for the first supply planes, and in another 30 days they cleared and levelled a 21-mile road to a gravel pit. Before the spring they had rolled out three runways. In March 1942 the base officially became an R.C.A.F. station—and Goose Bay is geometrically patterned with shining concrete runways, 6,000 footers, designed to take the largest aircraft now in blueprint form. All around rise the warehouses, machine shops, oil reservoirs and buildings of a modern town, one of many to have shot up in the past five years in the northern wilderness. (See illus. p. 88, Vol. 7.)

More recently, the R.C.A.F. construction men laid out an airport on a remote island beach off northern British Columbia. It fills a great need for land-based aircraft operating out of the Northern Pacific area; and the main steel mat runway, 4,700 feet long, was laid and the entire operation completed in 13 days, three days ahead of schedule.



FROM THE NORMAN OILFIELD near the Great Bear Lake to the Whitehorse refinery goes the pipeline, on its way surmounting the 8,000-ft. high Mackenzie Range. The map shows its situation and course to the distribution point, whence the oil travels westerly to the Aleutian Islands and southwards to other centres. Output of Norman Wells exceeds 3,000 barrels a day. *By courtesy of The Sphere*

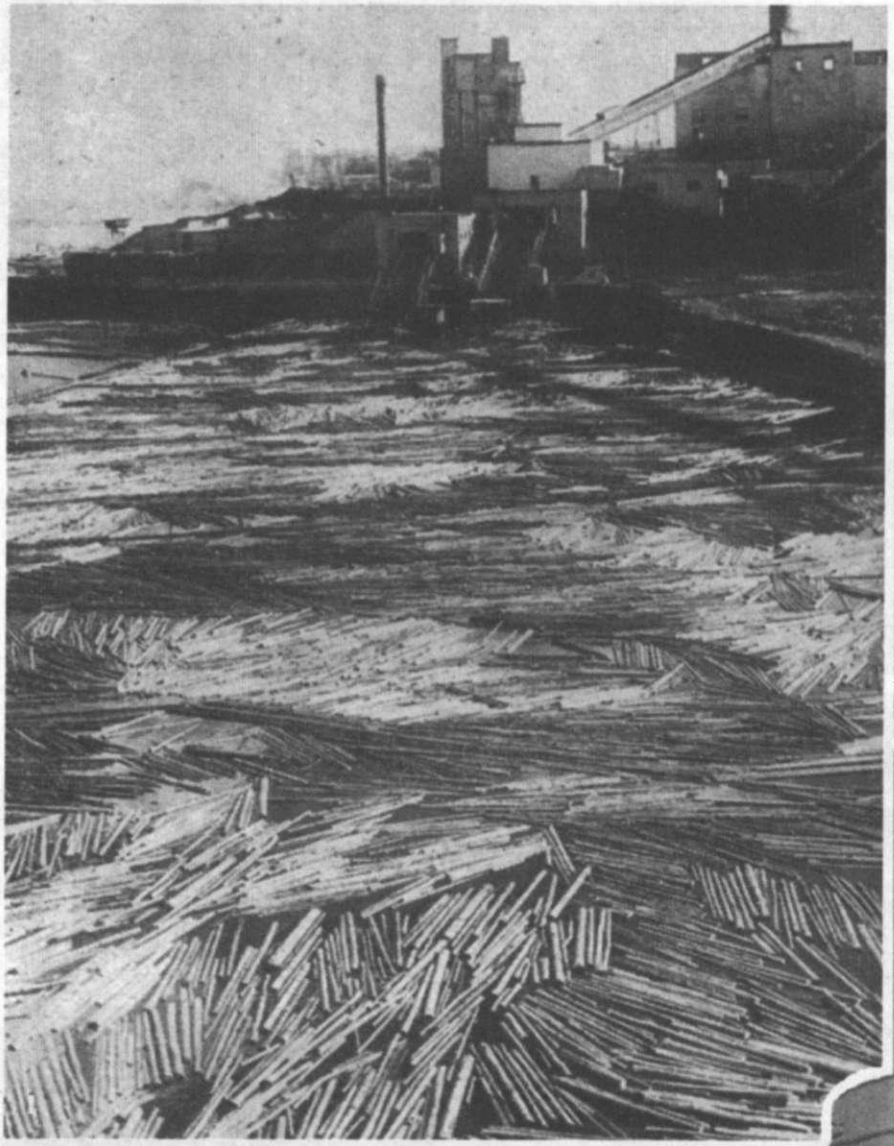
THEN there is the Canol Project—from the telescoped words, Canadian Oil—an immense engineering operation which opens up a vast oil-field within 75 miles of the Arctic Circle. The contract was signed less than two years ago. The U.S. War Department visualized the difficulties of fuelling the Alaskan war bases from the States and, in effect, arranged with Canada for oil supplies from Norman Wells on the Mackenzie River. It was no obstacle that Norman Wells was divided from the Alaska Highway by some 550 miles of unmapped territory, including the mountain range of the Yukon Divide. It was no obstacle that the Norman Field lay 1,500 miles north of a railhead and hemmed from the sea by the ice barriers of the Arctic Ocean. The U.S. Corps of Engineers, the Royal Canadian Corps of Signals and 3,000 Canuck civilians joined hands in organizing a 1,500-mile road-and-river transport system up through Canada's northern interior, sailing tractors, jeeps, and fuel tanks across the lakes, hauling tugs ashore and dragging them from lake to lake over 16-mile land barriers.

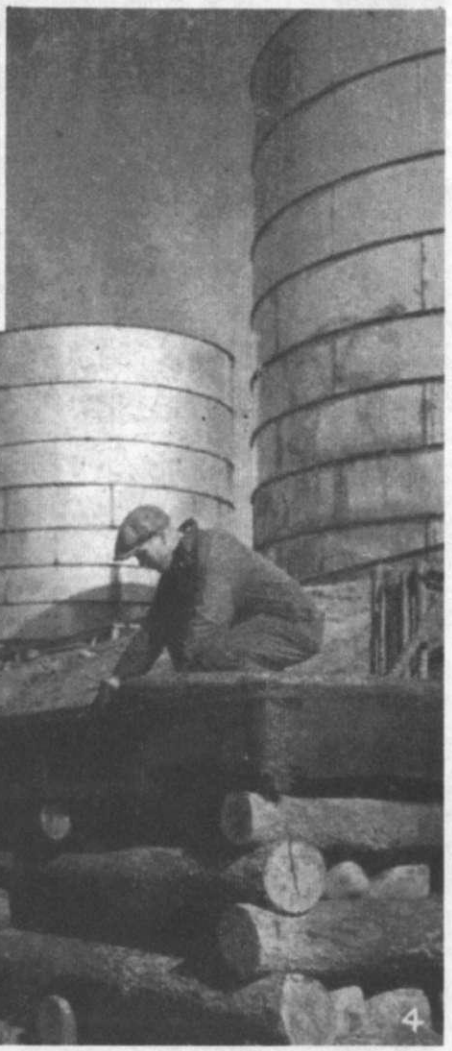
Seven crews were sent into the field to find a route across the ice and tundra of the Yukon hump. The seventh succeeded, and soon an oilpipe began to wriggle its way from Norman Wells to Whitehorse. Today it has been extended for 1,600 miles to the Alaska ports, and the output of the Norman Field, its limits still uncharted, is believed to exceed 3,000 barrels a day.

Starting with petroleum as the raw material, the manufacture of synthetic rubber in Canada was put in hand in 1942, when plans were made for a plant with a production capacity of over 30,000 tons a year.

These are only a few of the miracles of Canada at war, miracles achieved by a pioneer nation in backing the words of their Minister of Finance: "We aim to make a reputation for Canadian achievement in this war that will be the talk of the world for generations, that will be the pride of ourselves, our children and our children's children."

Dominion Enterprise Keeps War Industries Busy





THOUSANDS OF LOGS float outside this Ottawa sawmill (1) waiting to be converted to war purposes. At Shipshaw, in North Quebec, workmen are rushing to finish one of the world's greatest water-power projects; huge generators such as these (2) will put an extra 1,500,000 h.p. behind aluminium and aeroplane production. Millions of eggs are powdered for dispatch to Britain (3). Storage tanks (4) of the £30,000,000 Norman Wells oil scheme (see facing page).

Photos, Canadian Official, Pictorial Press, Paul Popper, Canadian Film Board

Our Colonies in the War: No. 8—Sierra Leone

IMPORTANT HARBOUR is possessed by Freetown, capital of Sierra Leone, on the west coast of Africa. Ceded to Britain by the native chiefs in 1788, the colony, which now includes a large hinterland protectorate, is some 27,925 square miles in extent with a population of 1,768,000. Among Sierra Leone's contributions to the war effort are diamonds, used in precision engineering, rubber, iron ore, and palm oil products.

Scenes in Freetown's harbour (top left), and native market-place (top right). Atlantic anti-submarine patrol and convoy work are carried out by aircraft of this naval air station in the bush (below); in charge is Commander C. Oliver Foley, O.B.E., R.N. (centre left), formerly responsible for all survey work and aircraft moorings on Imperial Airways routes from Southampton to Singapore. *Photos, British Official and Pictorial Press*

Empire Premiers Tackle War and Peace Plans

NEXT STAGES IN THE WAR, and organization of the peace to follow, were points of discussion before the Empire Prime Ministers who came to Britain for the Conference which opened at 10, Downing Street, London, on May 1, 1944. From Canada, Australia, New Zealand, South Africa and Southern Rhodesia these stout-hearted leaders came, each cognizant of his own tremendous responsibility, soberly aware that on their united decisions largely rested the prospects of mankind. The last conference of Empire Premiers was held after the Coronation in 1937.

Mr. Churchill, who presided at the first meeting of this first wartime conference of Prime Ministers of the Commonwealth, is seen (left) with Mr. Curtin, Australia. Above Sir Godfrey Huggins, Southern Rhodesia. Below, at a dinner given by the King and Queen to the Premiers at Buckingham Palace, are, left to right: Mr. Fraser (New Zealand), Mr. Curtin (Australia), Mr. Churchill, H.M. the King, Mr. Mackenzie King (Canada), General Smuts (South Africa).

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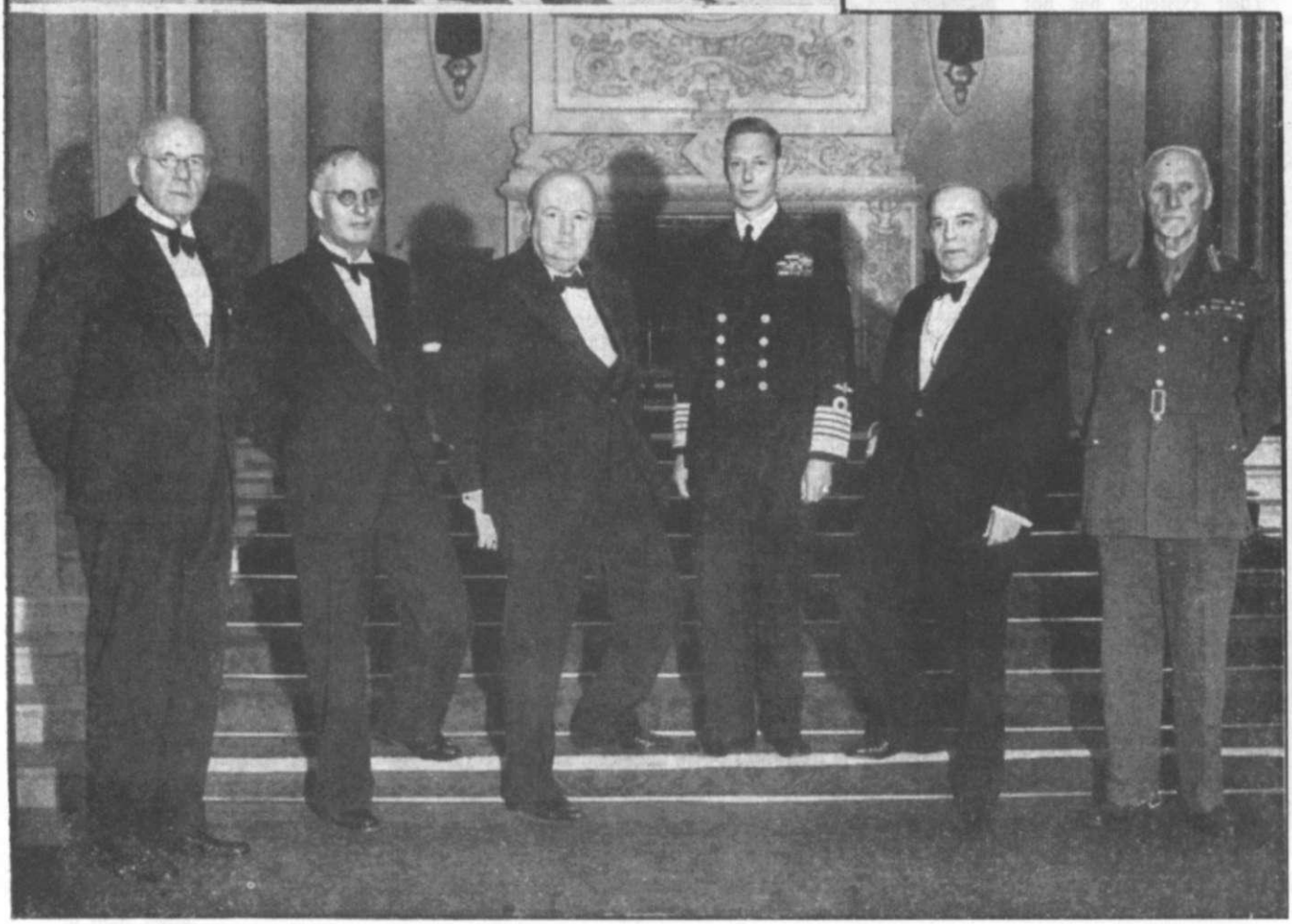


Blockade-Running Now a Desperate Axis Gamble

Increasingly urgent need of the enemy for certain war commodities is aggravated by Allied patrols taking mounting toll of Axis blockade-runners on the seas. The unenviable lot of officers and crews engaged in that losing gamble is presented here by CAPT. FRANK H. SHAW, from first-hand knowledge of its hazards—for he also has "run" contraband of war.

ROYAL NAVY submarines ran the air-blockade of Malta and saved that island from total destruction and starvation. The petrol, ammunition and food carried there kept the R.A.F. in the air to beat off Axis bombers, the ammunition helped to shoot down such of the raiders as our Spitfires, Gladiators and Hurricanes missed, and the food maintained the stamina of the people of the George Cross Island.

Blockade-running is desperate work. Myself, I have run contraband of war to various bellicose states, mostly in a condition of revolution, for the Latin American countries used to be regularly "agin the Government"; in such circumstances, avoiding the guardships and look-out craft is a hair-raising job. But it requires a war of this present magnitude to reveal the blockade-runner at its best—and worst.

The Axis powers are extremely anxious to interchange war-essentials: raw products for finished fighting-tools. But for German machine-tools to reach Japan entails a very lengthy voyage which bristles with hazards, and whose ultimate goal is usually that Port of Missing Ships whence no vessel returns. Probably seventy-five per cent of Axis contrabandists have been self-scuttled; most of the remainder have been sunk by Allied action.

Their existence has not been enviable. With increasing air and sea-power the Allied watch on such sly merchants has been practically unbroken. The widest detours are necessary to steam from the Western Pacific to the Eastern Atlantic, when it is remembered that the Panama Canal, the Magellan Straits, and all other short cuts from Orient to Occident are under the closest surveillance. Ports of refuge and refuelling are few and scattered, and every such port is well known to the Allied sea and air sentinels. If a ship fills up with fuel and stores for her crew's consumption to the extent necessary for what might easily prove to be a twelve months' voyage, valuable cargo-space is sacrificed. That means that only ships of considerable size are serviceable in the blockade-running game; and the bigger the ship, the more easy her detection.

THERE is also need for speed in times of crisis, which means very powerful engines and boilers, occupying much space. Since Axis blockade-runners are all more or less heavily armed large crews are needed, not only to perform the usual ship work but also to handle the guns in event of emergency, as there is a ninety per cent chance of such occurring. During a year of solitary voyaging, of long periods of hiding in lonely bays, remote from the normal sea-routes, of incredibly wide detours, a lot of food and water are consumed. But certain commodities, such as rubber, aluminium and wolfram are vitally necessary to the production of munitions: and as even comparatively small quantities have their value the Axis considers such risks and privations justified.

Normally, a runner steaming from Japan to Germany would go down the Pacific almost to the fringe of the Antarctic ice, the thick, stormy weather serving as a shroud to her movements. She could then steer either east around Cape Horn or west around Good Hope. The latter route would be the more dangerous, because of the regular sea-watch maintained by the South African Air Force, which runs systematic patrols over a wide area of ocean, and the South Atlantic squadrons of the Allied navies. The coasts of Tierra del Fuego and the south Argentine, however, afford many opportunities for hiding; and the Argentine has shown itself friendly disposed towards the Axis.

STILL, the great oceans are wide; and if we owned ten times the ships and aircraft at present in Allied possession we could not maintain a full patrol all the time. One need only survey the seas from the air at a height of, say, 1,000 feet, to realize what an infinitesmally small speck a big steamer can appear. But a blockade-runner in open sea is of no real use to anybody: it is only when she reaches an Axis port with her cargo that she acquires value. And it stands to reason that the Allies tighten their watchfulness at the chief focal points of a journey. The Straits of Gibraltar are now definitely denied to Axis surface ships. There remain the Biscayan ports, the Norwegian fjords, and the Baltic as possible havens. Except to an occasional submarine the whole Mediterranean, east and west, is barred completely to Axis sea-forces.

But every route to the Norwegian hide-outs, the Baltic harbours and the Biscayan ports is today patrolled as closely as human ingenuity can patrol it. Only by night, and preferably in thick weather, can a useful landfall be attempted. This calls for consummately accurate navigation, at which the Germans do not excel, being prone to grow hysterical when faced by difficulty. This fact accounts for most of the Axis blockade-runner sinkings taking place either in the Bay of Biscay itself or in its approaches. Between the Canary Islands, in Spanish possession and conceivably somewhat friendly to the Axis, and Biscay, there is not one inch of cover, especially now, when French West Africa has come into Allied occupation. Dakar at one time afforded an excellent halting-place for the runner to rest and refit in readiness for the hazardous skelter to Biscay. Now there is no shelter to be found at Dakar—only long-range air-patrols, with light, fast naval surface ships to carry out unbroken policing.

The acquisition of bases in the Azores has helped the Allies to fine-comb every degree of this area of the Atlantic, through which the runners must pass if they are to reach port. And this stretch of sea is almost phenomenally clear of cloud and fog. The atmosphere is the most transparent in the whole world, and the water is aglow by night with glittering phosphorescence, so that the wake and bow-wave of a ship can instantly be detected from the air. Also, our night-patrolling aircraft carry the revealing Leigh-Light, designed originally as an anti-U-boat device, but equally valuable against surface craft. Once a runner is spotted from the air it is hardly necessary for the aircraft to attack, although this has been frequently done with excellent results. The patrol above can call up naval vessels to complete the victory, well knowing that their superior speed in a sea where no hiding-place is available will enable the Navy to intercept or overtake the fugitive and compel either its surrender or its scuttling.

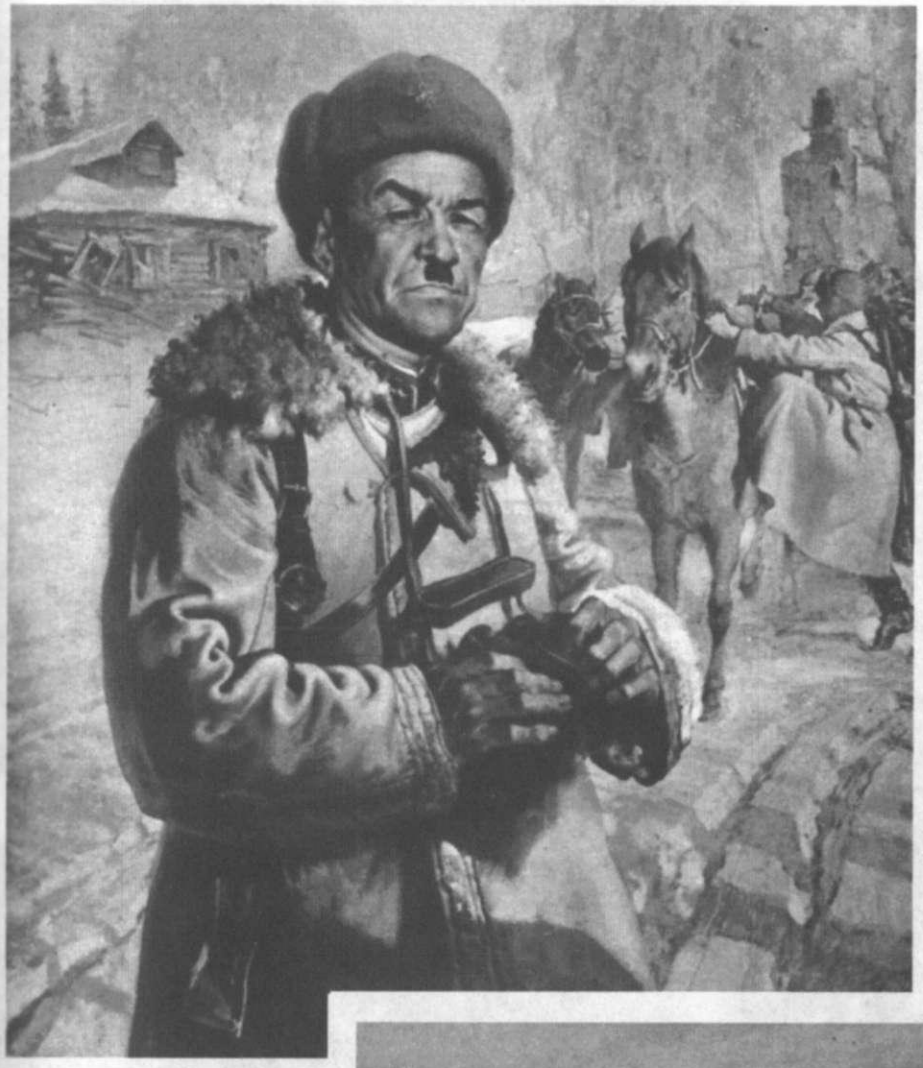
AFTER SCUTTLING THEIR VESSEL, the crew of the 4,793-ton German armed ship Silvaplana pull towards the British cruiser H.M.S. Adventure; the entire company, including 100 German navy personnel, were rescued. Trying to run the blockade from the Far East with a cargo of rubber and tin, the Silvaplana was intercepted 200 miles off Cape Finisterre. *Photo, Central Press*

Life for the crews of such ships is appallingly monotonous, the only constant thing being fear of detection and destruction. In the narrow limits of such a lonely ship, with nothing whatever to relieve the boredom, men grow mentally unstable. Food is usually scarce and badly cooked. The wireless picks up Allied news-bulletins, with their serial tales of increasing victory—if the Gestapo agents aboard each blockade-runner permit such news to be received and passed on to the crew. The discipline aboard such blockade-runners must necessarily be tyrannically severe, for the slightest laxity is apt to precipitate trouble of a mutinous nature.

HUMAN nature can stand just so much. How many cases have occurred of crews overpowering their officers and surrendering the vessel to Allied patrols will not be made public until the need for secrecy ends. But the end is more usually the sighting of an Allied patrol, the headlong chase, and then the challenging fire that tells the actors in the grim drama that the game is up. Escape is hopeless. There are few, if any, big Axis surface ships in the open now to provide a formidable escort. Whether it be a long-range Sunderland dropping bombs and depth-charges, or a warship bracketing with heavy shell, Nemesis overtakes the worn-out enemy crew.

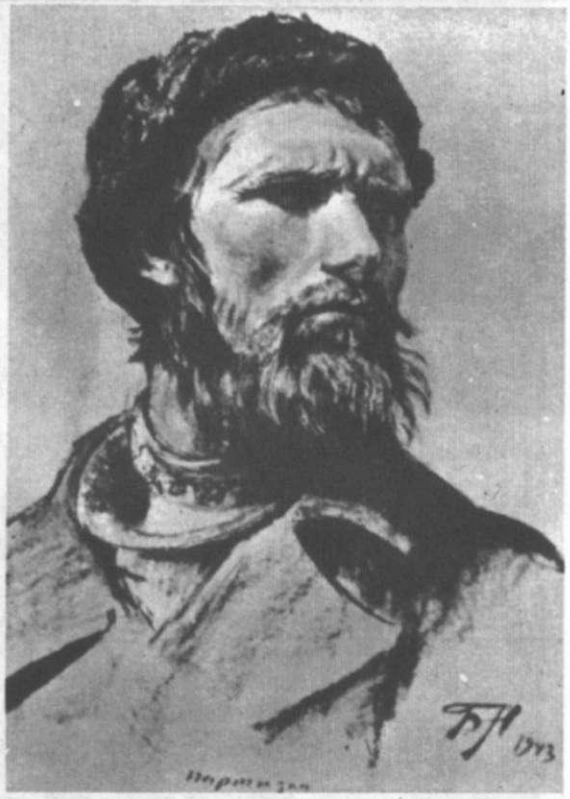
A U-boat, a complicated mass of internal machinery, has little spare space for cargo. Aircraft cannot carry sufficient freight to justify their use against Allied air-power. Blockade is a formidable weapon, as exercised by the Allied powers it is practically a fatal weapon. Yet, despite Hitler's so-called U-boat blockade, 99 per cent of our surface ships now get through, as compared with the one per cent success of the Axis.

Along the Battlelines with Russia's War Artists



Maj.-Gen. IVAN PANFILOV

Vasili Yakolev



A GUERILLA

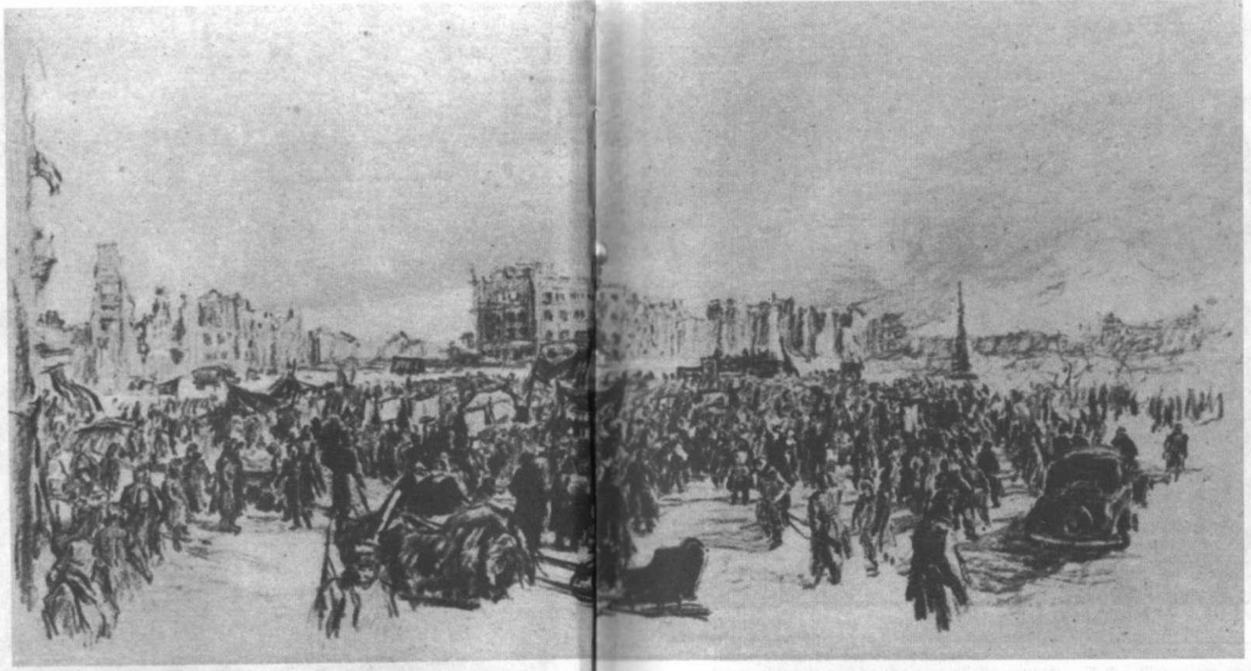
V. Neshinsky

WIDE encouragement is given to artists in the Republics of the Soviet Union. The Red Army has its own studio and employs artists specifically to paint battle scenes. Others dispose of their pictures in the socialist market or through a co-operative. The same economic laws apply as to other workers, many artists working in their own studios, while others join large studios run by the State. The cream of artistic production during the first 18 months of war was recently displayed at the Great Patriotic War Exhibition held at the Moscow Tretyakov Gallery, the collection later going on tour. Representative examples, notable for imaginative conception and vigorous execution, are given in these pages.

EXPLOIT OF TWENTY-EIGHT GUARDSMEN OF THE PANFILOV DIVISION

D. Mochalsky

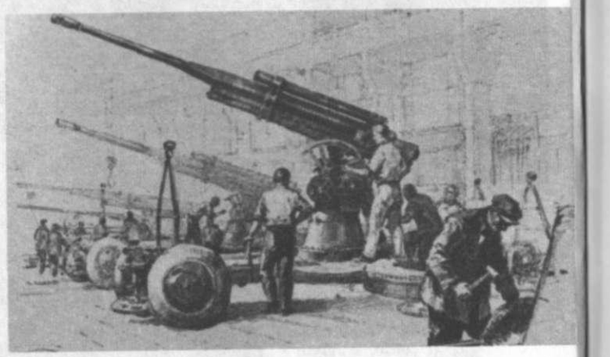
SPRING ON THE DONETS — Aléxander Gorpenko



A MEETING IN LIBERATED STALINGRAD — Constantine Finogenov

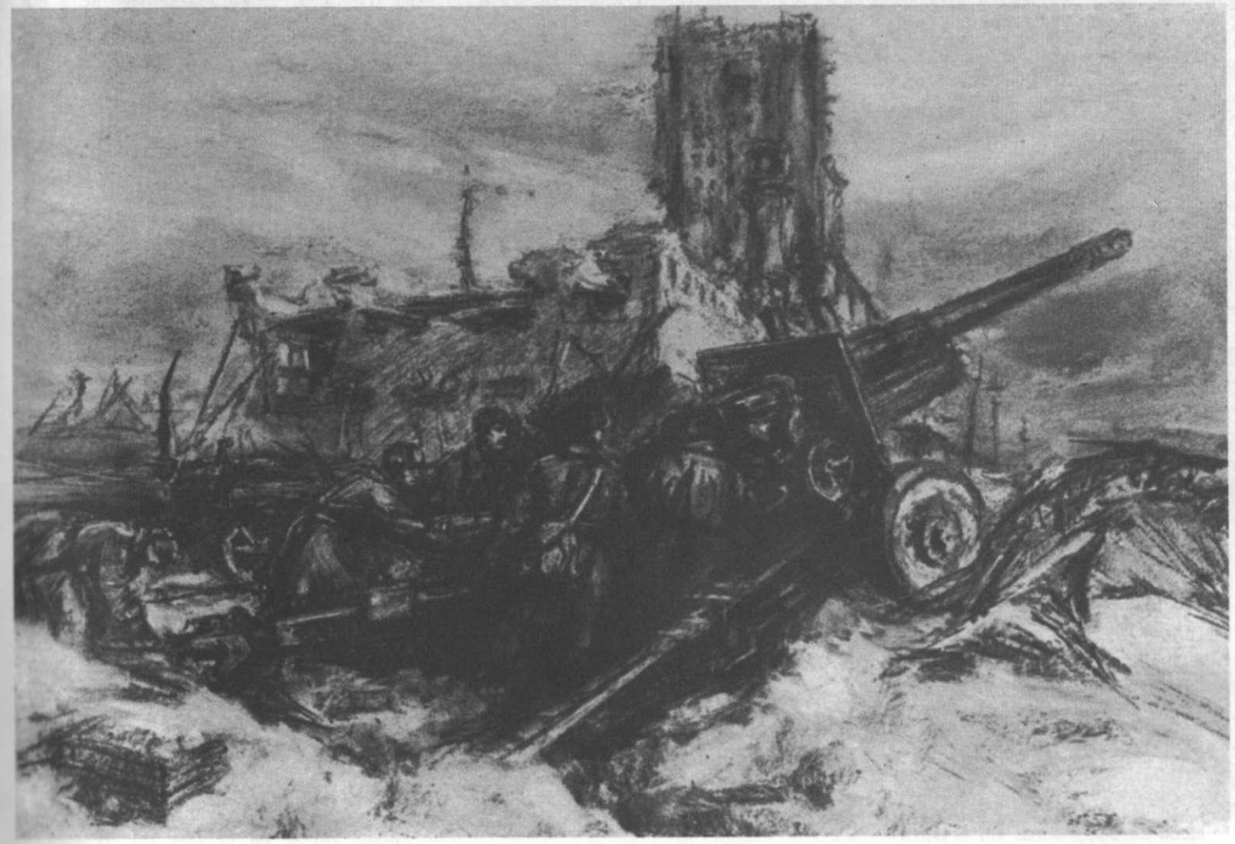
INHABITANTS OF LIBERATED VILLAGE — Pavel Malkov

THIS WE WON'T FORGIVE THEM — Kukryniksi

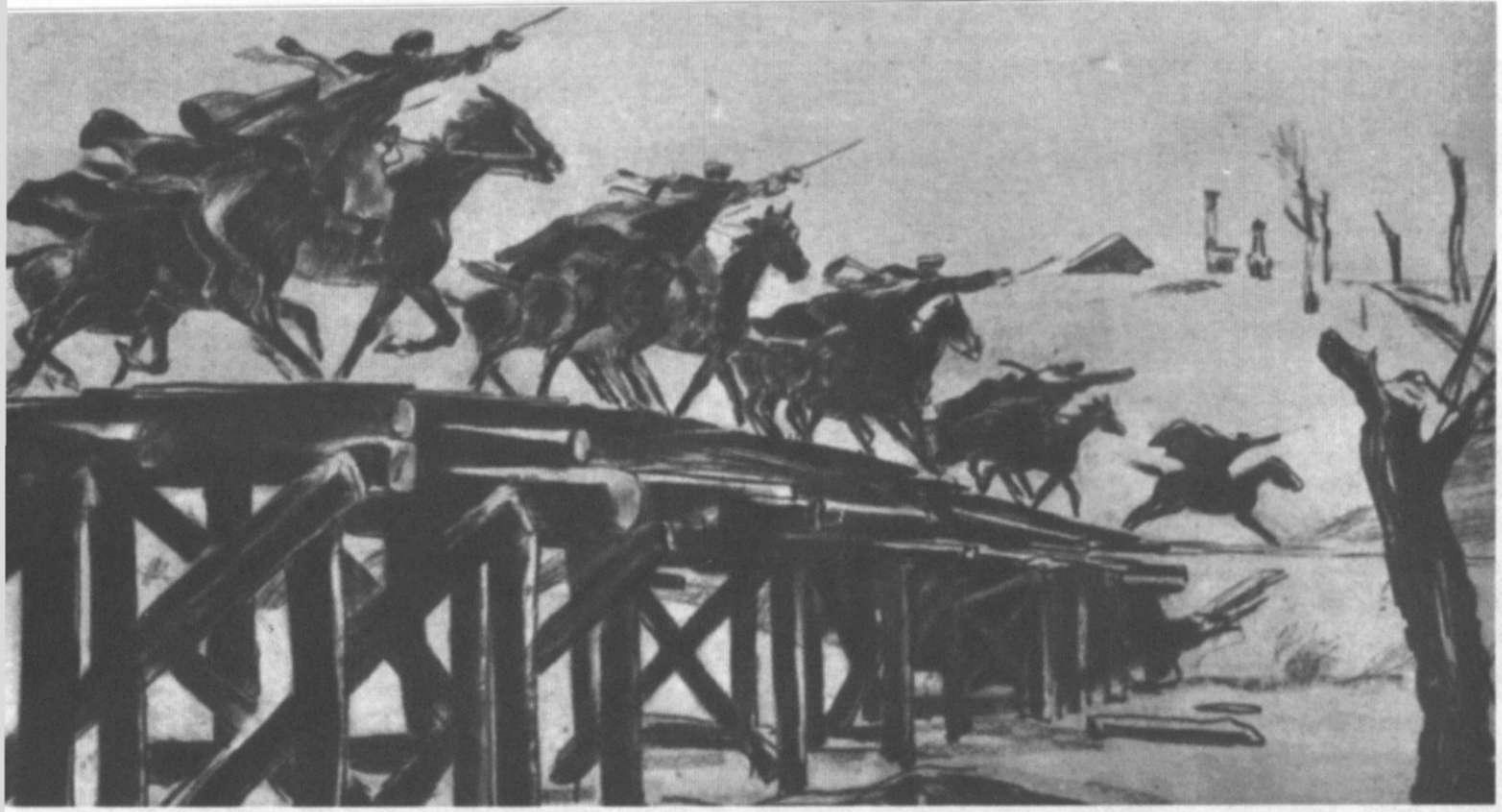


URALS ARTILLERY PLANT — Peter Vasiliev

PRISONERS OF WAR : SOUTH-WESTERN FRONT — Alexei Laptev

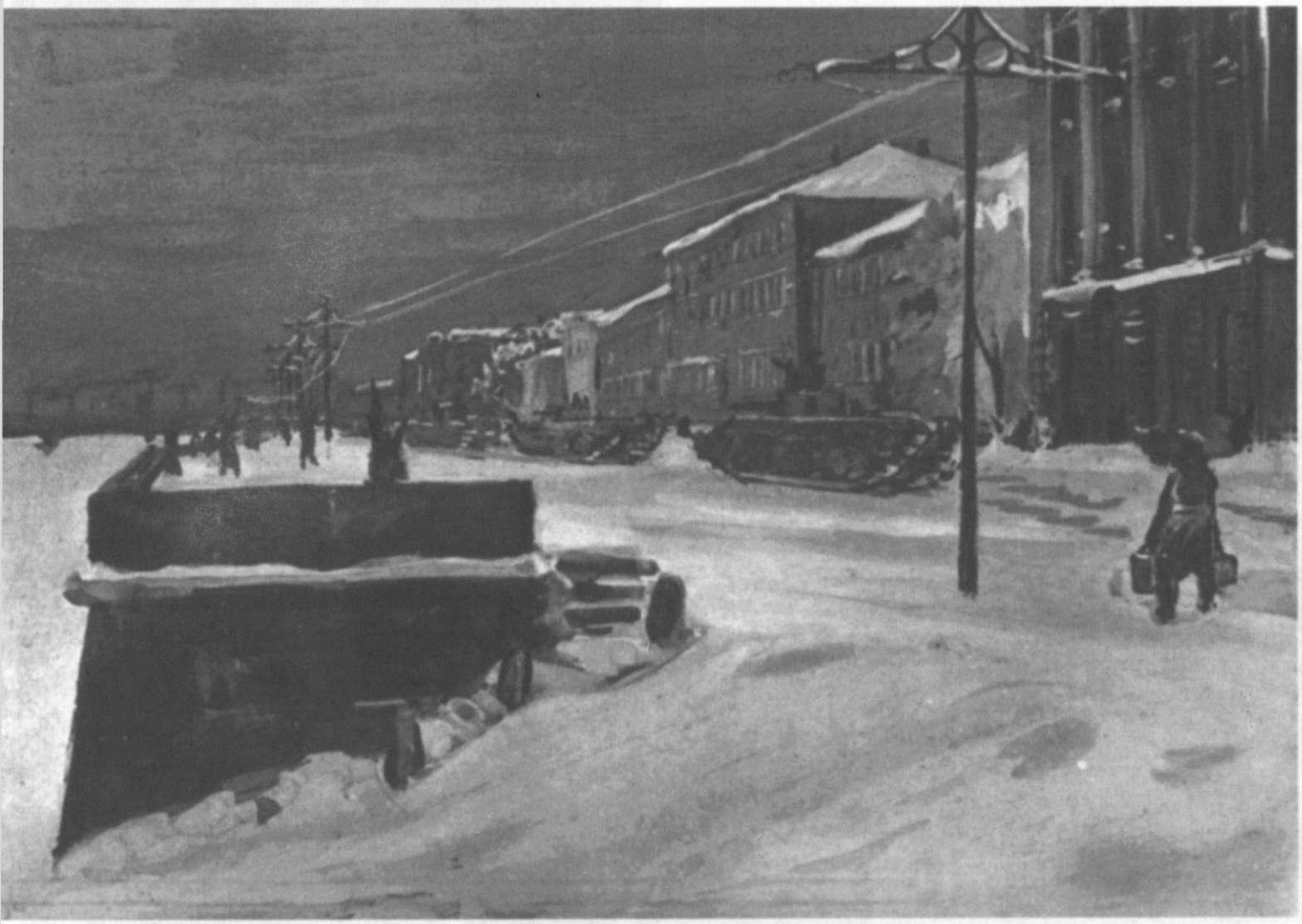


BOMBARDING PAULUS' MEN : STALINGRAD — Constantine Finogenov



A CAVALRY CHARGE

Alexander Deineka



TANKS ON THE UNIVERSITY EMBANKMENT: LENINGRAD

Mikhail Platunov

VIEWS & REVIEWS

Of Vital War Books

by Hamilton Fyfe

I READ in a Times leading article not long ago that "we are in the midst of a revolution." I dare say a good many people who read that wondered what it meant and didn't altogether like the sound of it. But it is profoundly true, and I have just been looking through a book which shows how the change is working.

Revolution is change, a change in the State—the State meaning those who wield the supreme power in a nation. Once the barons had this power in England. Then the kings secured it, having beaten the barons in the Wars of the Roses. Then the kings lost it, through the folly of the Stuarts, and the landed aristocracy held it. They kept it for a century and a half, until they were compelled by the Reform Act of 1832 to share it with the commercial, manufacturing and financial interests. Gradually these latter gathered it into their hands and squeezed out the landed interest. Now, during the past few years, the power has been passing to the mass of the nation. That is what The Times meant.

What the mass of the nation will do with it no one can say. Some look forward to better government than we ever had before—better, that is, for the people as a whole. Some think it will be the ruin of the country. Probably it will be much the same as, more or less, it always has been. "The mixture as before!"

But in many directions certain alterations have been made in our ways of thinking, in public opinion, in the relations between different sections of the community. Wellington described his soldiers as "the scum of the earth." When he said "the battle of Waterloo was won on the playing-fields of Eton" (if he ever did say it) he was praising his officers at the expense of the Other Ranks. That view of the private soldier prevailed up to the end of the 19th century. A young man who enlisted was thought to have disgraced his family. Officers treated their men as if they were criminals or children.

The Old-Style Bullying Tone

Even during the last war I was revolted by this. I was staying in the trenches with a Fusilier battalion. The C.O. was a friend of mine, a very good chap with many up-to-date ideas. But he spoke to his N.C.O.s and privates in a harsh, almost bullying tone—just because this was customary, because he had always done it. The men didn't seem to mind. They were used to it. But it gave me a shock.

Now that couldn't, I think, happen today. I say "I think." I may be wrong. Some officers may think the best method of ensuring good discipline is to "put the fear of God" into the private soldier. If there are any such, I hope they will read the book, Psychology and the Soldier, by the Rev. Norman Copeland (Allen and Unwin, 5s.). It may change their ideas. It will show them, at all events, how the attitude towards the man in the ranks has shifted since they were young (I assume they must be getting on in years or they would have noticed this shift already).

Mr. Copeland is an Army chaplain. He has been in the Service fifteen years, a comrade as well as a padre, a student as well as a teacher. He gives his book as its secondary title, "The Art of Leadership." His aim is to show that "putting the fear of God" into men (he uses the phrase himself) is the worst way to turn them into good soldiers. To get the best out of them their officers must first understand them, then they must like them; they must regard them as fellow-men, must study them individually, make allowances for their defects, try to develop whatever ability there is in them. "In order to lead a man must be in advance of his group. He cannot lead from behind or even from the ranks. He can shout or shove, but shouting and shoving are always exhausting and rarely effective. An appointed leader must be accepted by the led as the most able man in the group before he is followed blindly. It is not sufficient that he should have ability. The effect of his personality must be such as to inspire confidence in his ability."

Psychology and the Soldier

MR. COPELAND says he is interested in psychology. Of course he is, or he wouldn't have written this book. What he means is that he enjoys studying human nature. As a psychologist in the technical sense he is not very acute. He says, for instance, that there must be a standard of behaviour in every group of men, either that of "the clean, alert, cheerful, honest, virtuous and clever, or that of the dirty, lazy, dishonest, vicious and stupid." There speaks the parson rather than the scientific investigator. He ought to have noticed that often the dishonest people are the cleanest and sometimes the most cheerful, that the clever ones may be lazy or the dirty ones virtuous in a conventional way.

However, for practical purposes this active-minded, kindly padre knows quite enough about the behaviour of men and the reasons for it to make him a safe guide. He knows that discipline need not be compulsion. Discipline is aimed at keeping people in order. But "a good disciplinarian can influence a group of people to keep themselves in order." He knows too that, while discipline is more necessary to the soldier (a fighting man generally) than to anyone else in the world, "there is a vast difference between the discipline which restricts and irritates and the discipline which exists as a useful incentive."

Importance of the Personal Touch

Here is a less obvious piece of advice. "Always call men by their names. When we call a man by his name we give him an identity. He is no longer a man in the crowd, but an individual. We have given him a sense of importance and a feeling of confidence and respect." The story is told of Lord Roberts riding beside a column of tired troops on the march and asking, "Who is that man—and that—and that?" and then speaking to them, using their names, encouraging them with little personal touches. He made them feel he knew them personally. "They were good for another ten miles."

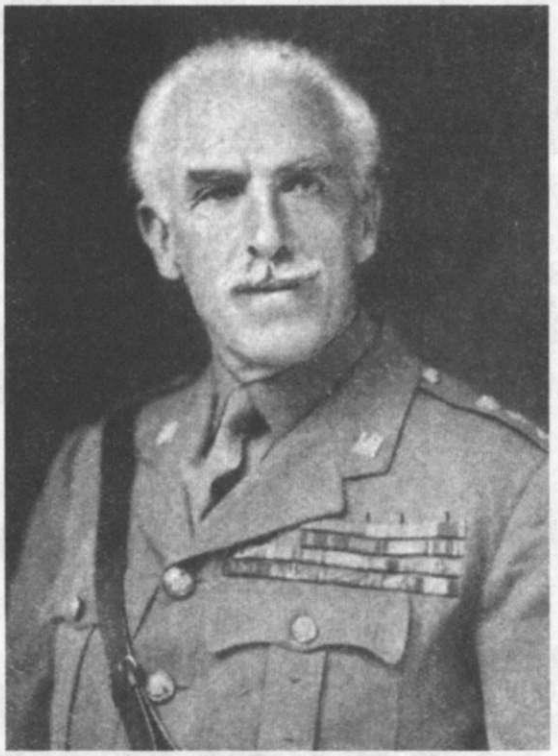
Another story is quoted to prove how a glint of fun will sometimes do what no exhortation or entreaty can effect. A Dragoon Guards major was sent to bring in some stragglers who were exhausted. He found them listless, apparently too weary to move. They sat and lay in the square of a small French town. He was puzzled. He had to get them going. What could be done? His eye lit on a toyshop. He went in, he bought a tin whistle and a child's drum. He had a trumpeter with him. "Can you play The British Grenadiers?" he asked. "Right. Then take this whistle and play it. I'll play the drum."

They went round the square, playing for all they were worth. The tired men looked up, light came into their eyes, their lips opened in smiles, they stirred, they looked round to see what the row was about. Then they broke into a roar of laughter and scrambled up and followed. Not a man was left behind.

Mr. Copeland mention Napoleon's saying, "Moral force in war is worth three times as much as physical force," and he thinks Napoleon might have said more than three times. But he might have made it clear that moral force in this connexion does not mean that the army with a good cause which it believes in is sure to win. That would be a very dangerous doctrine, as harmful as that which Mr. Copeland preaches when he suggests that if we constantly repeat, "Thou art the Lord our God and we are Thy people," the British Empire is bound to triumph.

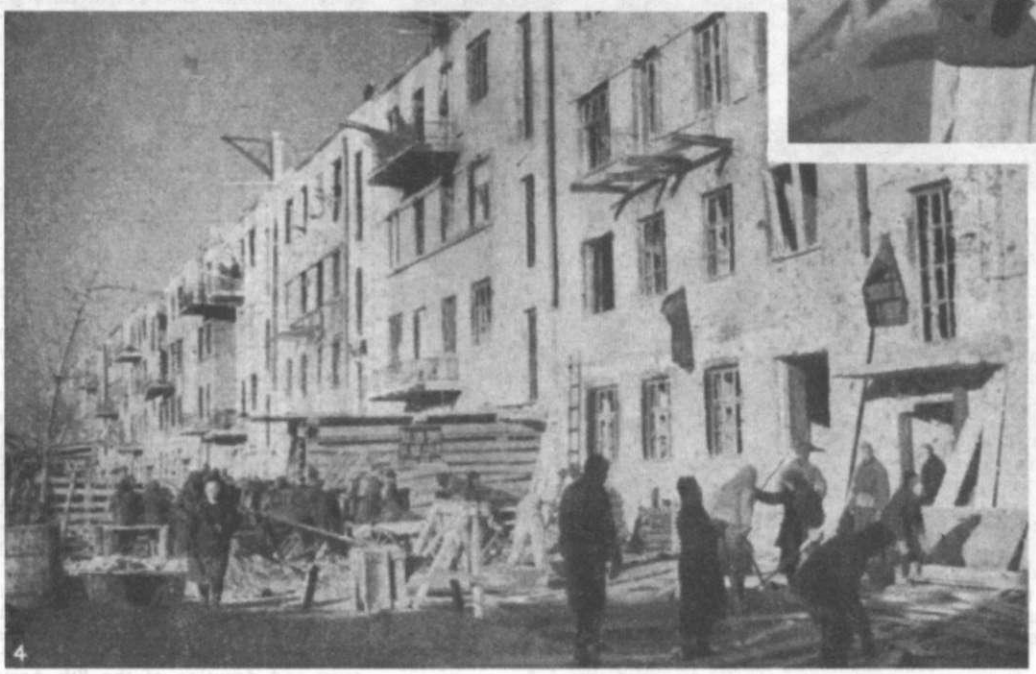
MANY armies have fought in good causes, many which have believed they were the Lord's people have been utterly defeated and destroyed. The Boers in South Africa believed it; what higher principle had we to fight for? But we beat them. The Finns thought they had a sacred principle, and were enthusiastic about it, but the Russians won because they were better equipped and led and had larger forces.

Leadership is of special interest just now. It may turn the scale in theatres of war where forces seem equally matched. In Montgomery we have a leader of the classic type; he would endorse all this book says about establishing close relations between officers and men. That is how he won the trust and devotion of the 8th Army.



MAJOR TOM BRIDGES, D.S.O., of the 4th Royal Irish Dragoon Guards (later General Sir Tom Bridges, K.C.B., K.C.M.G., who died on Nov. 26, 1939), was the hero of the drum-and-whistle episode related in this page. The scene was St. Quentin, the date August 27, 1914.

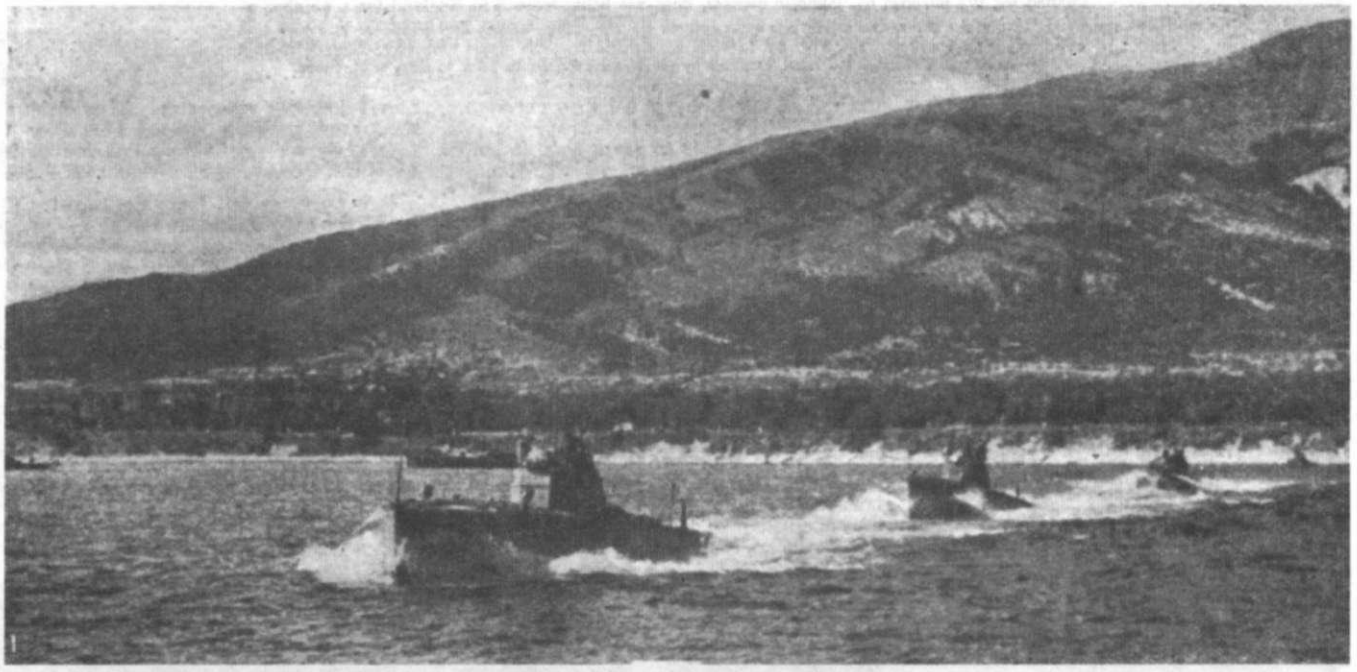
A New Stalingrad Rises from the Ashes of War



CITY OF HEROES, Stalingrad stoutly met the Nazi onslaught of September 1942, and in the subsequent prolonged and bitter fighting was all but razed to the ground. The enemy succeeded in occupying the greater part of the city; then came the Russian counter-blow which trapped the German 6th Army and culminated in the city's relief on Feb. 2, 1943. Today the resurrected town begins to assume a foremost place in the resurgent life of freed Russia.

The once-dead Volga waterfront grows busy again (1); the archway marks the limit of Gen. Chuykov's front line. In the famous tractor plant, where the last remaining German invader was exterminated, a wall plaque commemorates the Red Army's deeds; alongside it a poster announces a football match in the plant's stadium (2). A girl plasterer (3), who has quickly learned to handle the trowel, helps to rebuild the city; other citizens work with a will in a once-shattered street (4). See story in p. 25. *Photos Exclusive to* THE WAR ILLUSTRATED

Red Marine Commandos Raid the Crimea Coast



STRIKING SWIFTLY and often during the battle for the Crimea —which on May 9, 1944, came to an end with the storming and capture of Sevastopol, last German hold on the Peninsula—marines of the Soviet Black Sea Fleet have made many commando raids to wipe out Nazi coastal garrisons, their successes greatly aiding the triumphal progress of the main Russian forces (see map in p. 778, Vol. 7).

Fast motor boats of the Soviet Black Sea Fleet with a landing party of marines start off on a coastal raid (1). Undetected, they reach the beach; armed with automatic weapons and grenades, and hauling behind them a heavy wheeled machine-gun (2), they move quickly inland, pausing to observe when danger threatens (3). Their objective reached—an inhabited place held by the Germans—the marines take up fighting positions and turn their full fire-power on the surprised enemy.

Photos, Pictorial Press

Hounds of War Now Go to Training School

Loaned for the purpose by patriotic owners, dogs are being trained in England for a number of important war duties, including the guarding of Service installations and property at home and overseas, on lines described here by LEIGH M. SCULLY. The Nazis also have their war-dogs —and our Commandos have learned by practical experience how to deal with these.

"WAKE up, you! One of the dogs has gone sick, and you've got to take his place!" is the caption to a new Army cartoon unofficially issued at an important Air Service Command post where dogs are used as guards, each dog releasing three men for more important duties.

The U.S. Eighth Air Force headquarters started the scheme some months ago in England when they opened a dog-guard training school. Men from all parts of the country were sent there to learn to handle the animals and train them for their war duties. Men and dogs are trained as a team, so that when they complete their term at the school they virtually "talk the same language." Some of these massive dogs are killers, and it is fascinating to see how implicitly they obey their masters.

It is a stiff course for the dogs. They are taught discipline, how to manage a stranger, how to keep him in captivity, and how to trail and pick up scents at prescribed distances. Dogs are assigned to a post just as an ordinary soldier would be, and incidentally they don't grouse about their guard duties, but take a pride in their work! An expert at the training school tells me that the use of dogs for guard duties was first started as an experiment, but they have proved so efficient that they are now used extensively. In the last war dogs were used chiefly as messengers by Royal Engineers signals detachments. Their use as guards for Army property is a new development.

"IT is necessary for us to keep them in constant training," one of the school trainers told me. "We follow a daily routine for teaching them obedience. In the exercises we have to wear a leather sleeve to protect us against their teeth. This helps the dogs to learn the proper way of attacking an intruder." Two dogs which never leave the heels of the two school instructors are Wolf and Danny, pedigree Alsatians lent by their British owners for the duration of the war. Not all these dogs are killers, but their method of attack is not a happy experience, and their watchfulness is such that no sniping Nazi would be able to get a shot in before the dog's teeth penetrated his uniform.

There is evidence that genuine "killer" dogs, including Alsatians and other large breeds, are being trained by the Reichswehr as part of their anti-invasion defences. There is reason to believe that large numbers of them are stationed at frequent intervals along certain stretches of the coasts of France, Belgium and Holland, to give the alarm when anyone approaches from the sea at night.

Each of these sentry dogs is in charge of a German N.C.O. detailed for its training. It is drilled to run to its master, who would be on sentry-go near by, to give warning of suspicious noises out at sea. The Germans believe that their "Alsatian Guard," with their acute sense of hearing, can pick up sounds that would fail to register on the most sensitive sound-detection apparatus. They claim that their most skillfully trained killer-dogs can detect even a carefully-propelled rowing boat when still a considerable distance off shore.

It is no myth that these dogs exist. They have been encountered by British Commando units on their spasmodic raids, and from some of these forays have come back stories of savage attacks by German-trained dogs.

IT is even reported that as a result of encounters with dogs, many Commandos now carry their knives on the left hip instead of on the right. The reason is that Commando soldiers, instinctively raising their right arms to keep the dogs at bay, lost a split-second in getting the knives in the right-hand position.

One difficulty of training dogs of the Alsatian type for this work is, although they have good natural "guard" properties they do not willingly obey more than one master.

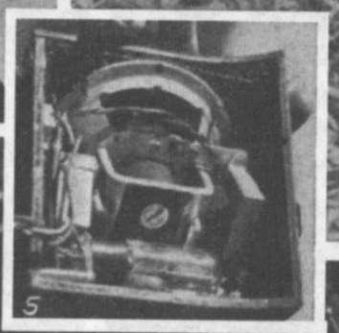
Thus each dog has to be under the command of one sentry with whom it has been trained possibly for several weeks. In Australia the experiment is being tried of dogs with radio control, and the first tests have shown that the scheme may be of use in jungle warfare where dogs are used to follow a scent. A midget short-wave radio set is strapped on a harness worn by the dog, or carried on a stout collar; it works from dry batteries, and will receive for about 60 hours before new batteries are fitted. The sets are flatly tuned and give good quality—so that a dog, hearing the midget loudspeaker behind his ear, at once recognizes his master's voice.

WITH this radio control, a man can call on or call off several dogs at once. As all the receivers will be tuned to one frequency the radio control does not upset any other form of radio transmission used. In training, gramophone records of the "master's" voice are used, while he stands near the dogs and alternately shouts real words of command. After about a week the dogs accept the loudspeaker as a real "voice," and the radio control works quite well even though the master at the microphone may be several miles away.

FOUR-FOOTED FORCES are in training at special schools for war dogs in Britain. Thousands have already completed their course and will carry out patrol work, guard munition dumps and Army headquarters and do other duties. Above, A.T.S. kennel maids groom Alsatians; below, a war dog receives first aid. See facing page.

Photos, Sport & General

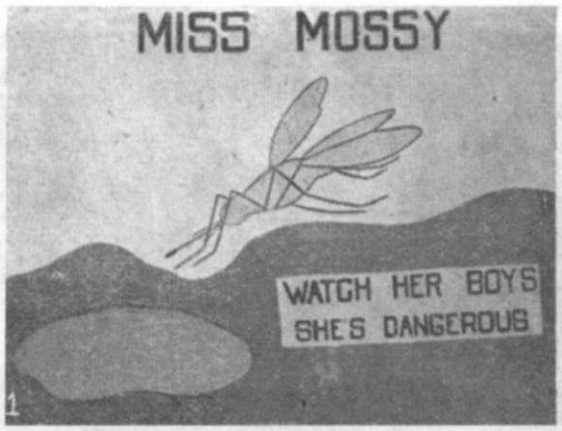
Man's Best Friend Helps Him Fight the Enemy



RADIO GUIDES THE ACTIONS of this white Alsatian (1), which has been trained to obey words of command (from its concealed master) transmitted through the small wireless receiving set strapped to its body; the set (5) is sufficiently powerful for the voice to be heard clearly. U.S. Marines use scouting dogs to track down Japanese snipers in Pacific island jungles (2). This war-dog acts as sentry on a R.A.F. airfield (3), while another has a message for delivery placed in its collar (4).

Photos, Keystone, Planet News, Pictorial Press

How They Fight the Malaria Menace at Anzio



TINY BUT DEADLY ENEMY our troops overseas have to contend with is the malarial mosquito. In Italy the Pontine Marshes around the Anzio area formerly constituted one of the world's worst malarial plague spots, and to safeguard men of the 5th Army against the pests breeding there, every device and precaution is being adopted. Schools have been established, where all ranks learn by lecture and demonstration, methods of exterminating the mosquito larvae (or "grubs") which abound in stagnant water.

Signs everywhere warn of the danger (1); only the blood-sucking female mosquito is the germ carrier, the male feeding on vegetable juices. Spraying still water with oil in order to suffocate the larvae which emerge from eggs laid in such places (2); thousands of mosquitoes lie dead after this treatment has been applied to a water-logged shell-hole (3). Men on night guard are protected against bites by face veils and gauntlets (4). A sergeant of the R.A.M.C. lectures on anti-malaria precautions, using a demonstration dummy (5).

 Photos, British Official

I WAS THERE! Eye Witness Stories of the War

We Knew Our Sister Ship Would Sail No More

Two recent actions off the Ushant shore were notable as being the first naval actions which ships of the Royal Canadian Navy have ever fought against enemy surface fighting ships. This account of the passing of the gallant Athabaskan, set afire and torpedoed on April 29, 1944, is by a Naval correspondent who was aboard H.M.C.S. Haida

We heard the cry, "Athabaskan has been hit!" and as we turned to look at her we saw flames enveloping her superstructure. The action had hardly commenced. Two Canadian Tribal destroyers had discovered two enemy destroyers of the Elbing class close in on the French coast, and suspected others near by, and immediately closed to engage. Athabaskan (Lieut.-Cdr. J. H. Stubbs, D.S.O., R.C.N.) fired the first starshell. She was directly astern of Haida (Commander H. G. DeWolf, R.C.N.) and only a few cables distant.

Our guns opened immediately after, and under the spread of starshell we sighted the enemy ships, two of them, racing along the coast. They attempted to repeat the tactics of two nights previously, when we had sunk one and damaged three of their destroyers. They were making smoke and hoping to get away under cover of it. The action blazed furiously, and it was just after the first few salvos had been fired that Athabaskan was hit. It was a hazy, starlit night, about an hour and three-quarters before dawn.

We saw the flames spreading over Athabaskan but she steamed on, her guns thundering. Enemy starshell was all about us at the time, and shells were splashing around and between the two ships. Another shell seemed to strike Athabaskan aft, and she slowed down. H.M.C.S. Haida, her gunners repeating their fine performance of two nights previously, hammered the enemy ships, while Cdr. DeWolf ordered a smoke screen to shield Athabaskan, meanwhile maintaining the engagement. Hits were observed and a small fire broke out in the leading enemy destroyer and then, as we concentrated on the nearest one, we saw our salvos strike home and flames appear through the smoke screen.

It was about this time that a sudden explosion made us realize that Athabaskan had reached the end. We saw a burst of flames and knew our sister ship would sail no more. The odds were now more than two to one against Haida, but Cdr. DeWolf continued directing the engagement. Another salvo and another struck the enemy ship, and the flames mounted higher. It was obvious that both enemy ships were confused. The burning one opened a vicious fire in the direction of the other, mistaking her apparently for us as she fled. As our target appeared stopped, we closed, pounding her as we came in, only to realize, as we saw the rocks, that she had been driven ashore out of control.

Haida then turned back to where we had last seen Athabaskan. Bobbing lights appeared on the surface as we closed the area, lights from the new type R.C.N. lifejacket. Nosing gently in to where the lights were thickest, Cdr. DeWolf stopped Haida and ordered all life rafts over and all boats lowered. The sea was covered with thick heavy fuel oil from Athabaskan's tanks. Those of Haida's crew who could be spared from the guns lined the rails, shouting encouragement to those in the water. "Come on, boys, this is Haida!" they cried, and the survivors shouted back and blew whistles. They were covered with oil, and they slipped in our hands as we helped them over the side. Several of Haida's crew, including Mr. L. Jones, the Gunner (T), and Lieut. John Coates, R.C.N.V.R., went down the nets, accompanied by several Haida ratings, to help the survivors on board.

Up on the bridge the Captain, Cdr. DeWolf, leaned over and encouraged the swimmers steadily. "Come on, chaps, swim in to the ship's side!" he told them, and the survivors did so. One survivor coming in looked up and grinned. "Good old Haida," he said, "you beat us to it again," referring to the Elbing destroyer which Haida had intercepted and sunk in the previous fight two nights before. "We got the one that got you!" the Haida boys told him cheerfully.

The whaler was lowered and let go, and then the motor launch went down. Three of Haida's crew, knowing there was little hope that the ship could wait for them, did an amazingly brave thing very coolly. They got the motor-boat clear in record time, started up the engine and calmly proceeded to round up survivors who were too far away from the ship to reach it. It was less than half an hour to dawn. A lighthouse abeam of us on the French coast kept flashing steadily, and the shore was plainly visible less than three miles away. Reluctantly, Cdr. DeWolf gave the order to depart, and we went, leaving the gallant crew in the motor-boat to pick up as many as they could and utilize the whaler also. The motor-boat had fuel for six hours at a speed of ten knots. It had all necessary gear, including a compass and a Verey pistol. As we pulled clear, two of Haida's men who were down on the scramble nets were unable to get up, and they jumped clear. They were wearing the new lifejackets.

From a raft close alongside a voice, believed to be that of Lt.-Cdr. Stubbs, hero of North Atlantic actions against U-boats, was heard to shout, "Get away, Haida, get clear!" It was the kind of thing that this very brave and gallant gentleman who captained H.M.C.S. Athabaskan would say in such circumstances, though it left him, covered with oil on a drifting raft, to meet a cold, unfriendly dawn off the enemy coast.

Bulldozing With the 5th Army at Anzio

Despite the fact that it lacks the glamour attached to many other military activities, Royal Engineers who drive bulldozers are proud of their task—which is, mainly, to construct tracks and roads, often under fire. Cpl. L. P. Dymock, R.A.F., sent us this story from the Italian beach-head.

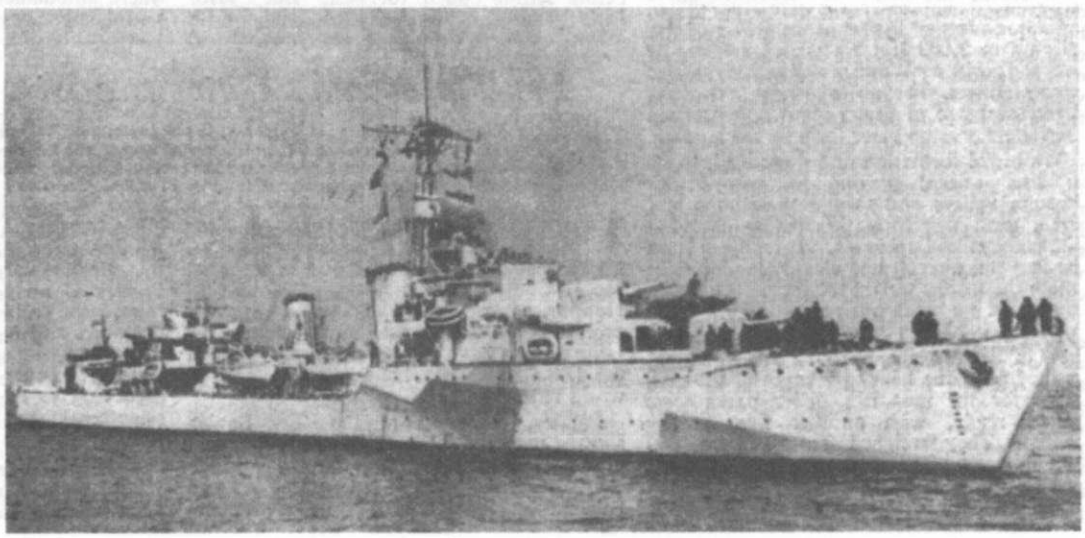
The giant diesel-driven bulldozers are a product of America's great engineering firms. They have proved themselves indispensable in our battles. First ashore in an initial landing they prepare the way for tanks, which are in the forefront of the waiting trucks which, with men, guns and stores, are ready to pour from the landing craft.

Great advances have been made in the waterproofing of these machines, so that they are capable of operating under water.

Sapper Griffiths, of Doncaster, commonly known as "Diablo" to the Italians, has been in the many landings in this theatre of war. He has had some interesting adventures, including being snapped on his mighty "steed" by President Roosevelt's personal photographer. In Griffiths' view, mines are the greatest danger to the bulldozer; but the drivers are comparatively safe from the splinters, having a few tons of steel between them and the explosion. During the Anzio landing his machine was hit a number of times by small-arms fire, but this did not affect the mechanical efficiency of the great caterpillar.

While advancing in Sicily he worked beyond the infantry. He told me: "I had been making a diversion through a large village, clearing away the rubble and generally making a road. When returning along the road to my bivvy an infantry officer told me to get out of the way as his company intended to capture the village I had just left!"

Many instances have occurred where, during the demolition of buildings, search has revealed a cellar to be full of liquor. The most notable occasion was when enough lager was found for a regiment; the point about this incident was that they almost did not bother to see if there was a cellar into which the bulldozer might go tumbling! Celebrating with the same golden liquor, the boys were suddenly told to shut up and blow out the lights as in the vicinity of the garden a German patrol was loitering—evidently in search of the liquid that was cooling-off our Tommies' parched throats.



H.M.C.S. ATHABASKAN, which was sunk on April 29, 1944, during the Channel engagement described in this page. Of her complement of about 200 men, 40 were rescued by H.M.C.S. Haida, 6 by her motor-boat which reached home safely, while 83 were reported prisoners of war.

Photo, British Official

BULLDOZERS HAVE PROVED INVALUABLE to the allies in the speedy preparation of roads and airfields and in the multifarious other construction jobs which mobile warfare entails. Here one of these highly efficient mechanical monsters is seen clearing a debris-blocked street in the Italian port of Anzio. The useful work performed by bulldozers in this beach-head area is described in this and the preceding pages. *Photo, British Official*

Parking the bulldozer one evening behind a house partly requisitioned for billets, the Italian women who had been wailing that the Germans had stolen all their goods rushed in front of Griffiths frantically waving him back. Thinking it was a mine, he got out to have a look and there they were, clawing up the ground, digging out wine, grain and food.

Sapper Terrent, of Horsham, whose nickname is "Digger" (he earned that by previously serving with the Aussies), came up from El Alamein with an Australian Division in the last push. His invasions include Sicily, Reggio, and Anzio, where he helped to clear the beaches and roads. Terrent works with Griffiths, sharing dugout and adventures. These two, like others who operate bulldozers, are not envied. They are fully aware of the magnificent job they are doing, and are proud of the praise given them by many high-ranking officers.

We Dropped Supplies to the Troops in Burma

During a recent operation from a Bengal airfield a plane of R.A.F. Transport Command flew to a front line outpost a load including 47,000 cigarettes, 6,000 boxes of matches, tinned milk and an assortment of other supplies, then returned with wounded, as told below.

Seen from "P for Peter" the other fast transports made a grand sight on our port and starboard sides, their combined slipstream shooting a violent duststorm towards the hangars. We took our place at 8,000 feet. We were well above the clouds, and the fierce sun made the interior of the aircraft too hot for comfort. After flying for two hours we were met by a squadron of Hurricanes which escorted us to our dropping point. We were over rugged, desolate country. As far as the eye could see, hills up to 3,000 feet zig-zagged awkwardly over the horizon. We were well within range of enemy fighters. The jungle beneath, a densely-vegetated maze of green sprawling between the valleys, was no place for a forced landing.

We broke formation and descended, to fly in line astern, playing follow-my-leader through valleys and skimming hilltops and rivers until our formation leader circled a hill, eight miles farther on. Parachutes from the first two aircraft had already landed right where the troops waited for them. Our turn came, and we made our run.

I sat in the co-pilot's seat, and watched the crew in the fuselage, stripped and sweating, as they piled the heavy packages at the exit, ready for the next run. Five packs were poised ready, with another five directly behind. They weighed from 80 to 140 pounds each. The contents were packed in tins with a small parachute on top, enclosed in a cover with 12 feet of rope fastened to an attachment inside the aircraft. The crew were secured by safety belts tied to a longeron. "Red light on!" shouted the Flight Sergeant near the tail, and the crew got their hands under the packages. The bell rang insistently and everybody heaved like mad to get 13 packages overboard before the bell rang again, three seconds later.

The process was repeated until the last package had been dropped, and we circled to make sure that the load had landed safely before setting course for base. But "P for Peter" had not finished the mission. A radio message ordered us to land at a forward airfield, to fly six urgent casualty cases back to base. We set course south, escorted by Hurricanes, two flying close in to ward off any possible hit-and-run attack, while the four others criss-crossed in and out of the clouds, searching for enemy fighters which might have looked on "P for Peter" as easy meat.

Below, we saw the landing strip, deserted save for its small windsock hanging from a bamboo pole. We touched down to pick up our cargo, and left the Hurricanes patrolling the sky. Eight stretcher cases came aboard, mostly Gurkhas, but there was one British soldier among them, a private from Tutshill, Monmouthshire.

I asked him what had happened. He pointed south, where smoke from mortar fire and shells showed as they burst in the sky. "We ran into a machine-gun burst," he said. "We were accompanied by Gurkhas, and trying to edge round a Japanese pimple (a small concentration, heavily armed with machine-guns). Johnny Jap must have seen us as we were coming through the trees, and they outnumbered us four to one. The scrap didn't last long, and when it was over the stretcher-bearers came out to help get back the wounded. We were sneaking back when the Japanese opened fire and many of the stretcher cases already wounded were killed, along with the orderlies." He swore vehemently.

WHEN THE SIGNAL BELL RINGS these men of a supply-carrying aircraft in Burma will push overboard the bulky packages of vital stores, as is told in the accompanying eye-witness account. *Photo, British Official*

When all our patients had been made comfortable, we took off and rejoined the waiting fighter escort, to set course for base, where ambulances were ready to rush the wounded to hospital.

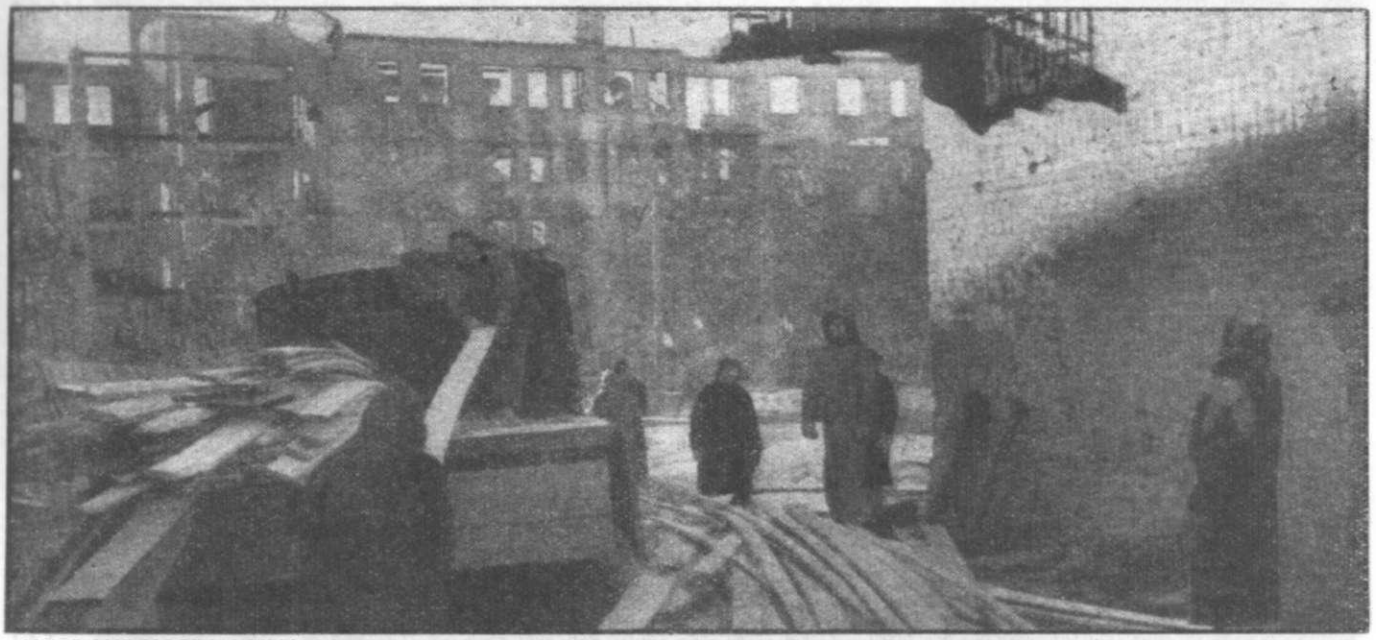
For Stalingrad's Citizens a New Era Dawns

Wonderful plans are in operation to put the city of "steel-hearted" citizens on its feet again. How the dreadful scars left by the Nazis are being obliterated is here described by the famous Russian writer, Z. Mokhov, by courtesy of Soviet War News Weekly. See also illus. p. 20.

I went to see the gift sword sent by King George VI to Stalingrad's defenders. The King's gift is displayed in a special room, where there is always a Guard of Honour. Scores of people come to see it every day—not only Stalingrad people, but visitors who have arrived from all parts of the U.S.S.R. to pay homage to the city of world renown.

Pigalev, chairman of the City Soviet, showed me the King's gift. I read over and over again the inscription to the "steel-hearted citizens," engraved in English and Russian on the blade. Pigalev remarked, "We treasure this sword as a symbol of the fighting friendship between the peoples of the Soviet Union and Great Britain." Pigalev is an engineer by profession. He invited me to his study, where a number of engineers and architects from Moscow were waiting to confer with him about a big new medical institute and hospital, to be equipped according to the very last word in medical science. Dozens of plans and sketches were pinned to the walls and spread over Pigalev's desk. The sites are already being cleared.

That same evening I attended a review of plans for the restoration of schools, children's homes and nurseries. This year 18 million



MORE AND MORE MATERIALS for the reconstruction of the hero city of Stalingrad pour in daily, to be handled without delay by men and women labourers eager to push the great task ahead. 85 per cent of all buildings in the city were destroyed in the winter battles of 1942-43. But by the end of 1943 over 1,000 houses as well as over 10,000 cottages had been built, and more than 100,000 people have moved from the tents, cellars and dugouts where they had been forced to live to these new homes. (See also illus. in p. 20.)

Photo, Pictorial Press

roubles have been allocated for this purpose. Forty-five schools were opened last year, but the population is growing by leaps and bounds. The number of children has nearly doubled.

The City Soviet plans to spend over 37 million roubles on dwelling-houses during 1944. The Dramatic Theatre and the Summer Theatre are being restored. Five cinemas were opened last year. Several more are almost ready. There is a fair prospect that many clubs and other cultural institutions will be reopened shortly. Over 67 million roubles are being spent on the restoration and extension of the tramways, the water supply, drainage system, shopping centres, public baths and other municipal services. Stalingrad expects to break the back of this part of the job before 1945.

The "Red October" plant is in production again, turning out rolled steel. The Tractor Plant has sent tanks to help the latest offensives. The workers at these great enterprises also find energy to help in the reconstruction of their city. The Tractor Plant is supplying labour, transport and building materials for a new polyclinic, a maternity hospital, four kindergartens, two schools with places for 1,600 children, and bath-houses.

During the winter Stalingrad railway junction had its work cut out to handle the immense volume of freight, as gift trains sped to the city from all over the Soviet Union with building materials, food, household goods, machinery. But now the ice has cleared from the Volga, and the transport problem will be easier.

OUR DIARY OF THE WAR

APRIL 26, Wednesday *1,698th day*

Australasia.—Alexishafen, W. of Madang in New Guinea, occupied by Australians.

Sea.—In naval action off Brest, German destroyer sunk by new cruiser H.M.S. Black Prince.

Air.—U.S. aircraft bombed Brunswick without loss. At night Bomber Command sent over 1,000 aircraft to Essen and Schweinfurt.

APRIL 27, Thursday *1,699th day*

Russian Front.—Soviet bombers made heavy night raid on Lvov.

Australasia.—Main Hollandia airfield in New Guinea occupied by U.S. troops.

Air.—Two daylight attacks by U.S. bombers on aerodromes and marshalling yards in France. R.A.F. heavily bombed Friedrichshafen, Lake Constance, at night.

APRIL 28, Friday *1,700th day*

Mediterranean.—Genoa and other Italian ports attacked by Allied bombers.

China.—Announced that Chengchow, Honan, fell to Japanese on April 22.

Air.—Airfields and military installations in France bombed by U.S. aircraft. Air-frame factory at Oslo attacked by R.A.F.

APRIL 29, Saturday *1,701st day*

Mediterranean.—Day and night raids on Toulon, Genoa, Speria and Leghorn.

Pacific.—U.S. carrier-based aircraft bombed islands at Truk; 120 Jap aircraft destroyed on the ground and in the air.

Sea.—In action in English Channel Canadian destroyers Haida and Athabaskan crippled enemy destroyer; Athabaskan was torpedoed and sunk. Submarine H.M.S. Syrtis reported lost.

Air.—Mass daylight raid on Berlin by U.S. bombers and fighters. By night Lancasters bombed aircraft factory at Clermont Ferrand and explosive works near Bordeaux.

APRIL 30, Sunday *1,702nd day*

Mediterranean.—Day raid by U.S. bombers on factories and rly. yards near Milan. R.A.F. bombers again attacked Genoa, Spezia and Leghorn at night.

Russian Front.—Long-range Soviet aircraft bombed rly. junction of Brest-Litovsk.

Pacific.—Japanese islands near Truk again attacked from sea and air; Liberators bombed Wake Island.

Air.—U.S. bombers attacked aerodromes and railway yards in France by day; R.A.F. bombed ammunition dump at Maintenon and rly. yards at Acheres and Somain.

MAY 1, Monday *1,703rd day*

Russian Front.—Soviet bombers made mass raid on Lvov.

Mediterranean.—Announced that German Gen. Kreipe had been captured in British raid on Crete.

Air.—U.S. aircraft attacked Pas de Calais and rly. yards in Belgium and N. France. R.A.F. dropped 2,500 tons of bombs by night on factories and rly. yards in France and Belgium.

General.—First wartime conference of Dominions Prime Ministers opened in London.

MAY 2, Tuesday *1,704th day*

Russian Front.—Soviet aircraft made day and night attacks on aerodromes and rly. stations in Lvov, Stanislavov, Roman and Sambor.

Mediterranean.—Allied bombers attacked harbour at Spezia, rly. yards at Florence and rly. bridge at Spoleto.

Air.—U.S. bombers attacked Pas de Calais and railway centres in France and Belgium. Leverkusen, near Cologne, and railway yards at Achères bombed by Mosquitoes at night.

General.—Mr. Eden announced Anglo-American agreement with Spain, restricting supply of wolfram to Germany.

MAY 3, Wednesday *1,705th day*

Burma.—14th Army in Arakan captured heights overlooking Maungdaw-Buthidaung road.

Mediterranean.—R.A.F. bombers made first night attack on Bucharest.

Air.—R.A.F. bombers made heavy attacks on military depot at Mailly, aircraft stores at Montdidier and ammunition dump at Chateaudun in face of fierce fighter opposition. Low-level precision attack by Mosquitoes on a house in The Hague was announced.

General.—Announced that Military Mission from Marshal Tito had arrived in London.

MAY 4, Thursday *1,706th day*

Mediterranean.—Budapest railway yards bombed at night by R.A.F.

Sea.—Submarine H.M.S. Stonehenge announced overdue and presumed lost.

MAY 5, Friday *1,707th day*

Italy.—R.A.F. dive-bombers smashed Pescara Dam in Adriatic sector of front.

Mediterranean.—Day and night attacks by Allied bombers on Rumanian targets, including Ploesti, Campina and Turnu-Severin.

Burma.—Our troops attacked at all points on the Kohima front.

MAY 6, Saturday *1,708th day*

Mediterranean.—Allied aircraft again attacked Rumanian targets, including Brasov, Pitesti, Campina and Turnu-Severin.

Pacific.—Guam, in the Marianas bombed by U.S. aircraft.

Air.—Liberators bombed Pas de Calais area. At night R.A.F. made heavy attack on rly. yards at Mantes, N.W. of Paris and ammunition dumps near Tours and Le Mans.

MAY 7, Sunday *1,709th day*

Burma.—Announced that after defeating enemy counter-attacks in Mayu Range our troops withdrew from Buthidaung.

Russian Front.—Soviet troops broke through main lines of Sebastopol defence area.

Mediterranean.—Day and night raids on railway yards at Bucharest; railway bridge near Belgrade also bombed.

Air.—Over 1,500 U.S. bombers and fighters made daylight attack on Berlin. R.A.F. sent out six forces at night to bomb airfields and ammunition dumps in France.

Sea.—German destroyer crippled on April 29 was destroyed by our light coastal forces.

MAY 8, Monday *1,710th day*

Air.—Berlin and Brunswick attacked by over 1,500 U.S. bombers and fighters: 119 enemy fighters claimed as destroyed. At night R.A.F. bombers attacked railway yards near Mons and airfield near Brest.

MAY 9, Tuesday *1,711th day*

Russian Front.—Sebastopol taken by storm after three days' fighting by troops of 4th Ukrainian front.

Italy.—Eighth Army troops advanced in Adriatic sector following enemy withdrawal.

Sea.—Announced that during April number of enemy submarines sunk exceeded number of Allied merchant ships sunk.

Air.—Heavy attacks by U.S. bombers on eight aerodromes and three railway yards in France, Belgium and Luxembourg. Night raids by R.A.F. on factories at Annecy and near Paris. Mosquitoes dropped 4,000 lb. bombs on Berlin.

★ Flash-backs ★

1940

May 3. *Landing of Polish troops in Norway announced.*

May 5. *Norwegian Ministers arrived in London.*

1941

April 26. *German parachutists captured Corinth.*
South African troops occupied Dessie in Abyssinia.

April 28. *Germans under Rommel captured Sollum.*

May 6. *Stalin became Premier in place of Molotov.*

1942

April 29. *Japanese took Lashio (Burma) by mass assault.*

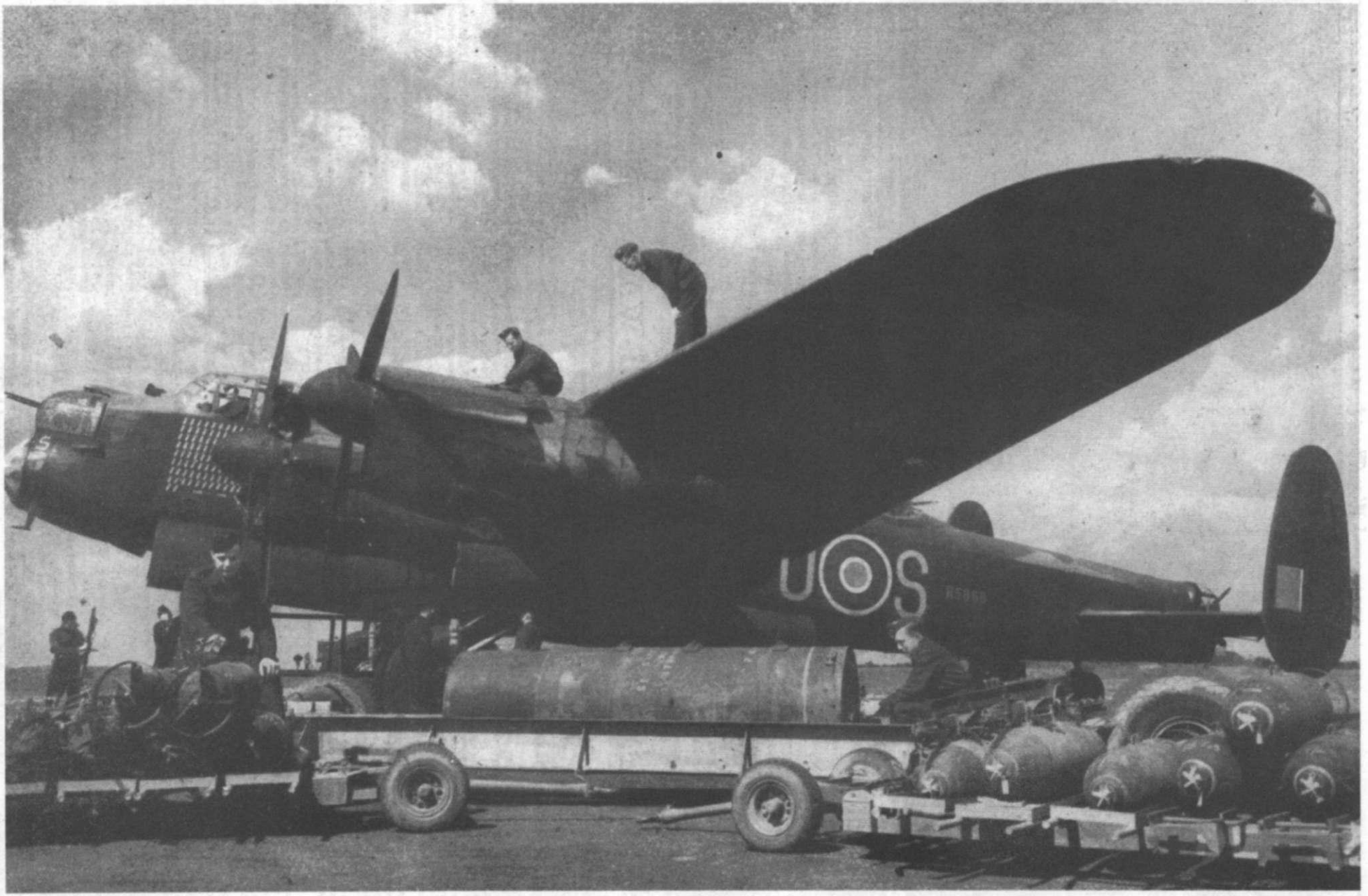
May 3. *Second "Baedeker" raid by the Luftwaffe on Exeter.*

May 8. *Japanese aircraft bombed Chittagong in Bengal.*

1943

May 2. *Japanese raided Darwin in Northern Australia.*

May 7. *Ports of Tunis and Bizerta captured by Allies.*



"S" FOR SUGAR, veteran Lancaster of Bomber Command, recently completed her 100th operation from her British base. R.A.F. maintenance staff were preparing her for a sortie when this photograph was taken; in the foreground is some of the bomb load she took with her on the trip, including a 4,000-pounder and 500-pounders. Now with an Australian squadron, "S" for Sugar took part in 60 sorties with the original Pathfinder force and has been crossing enemy territory for two years, during which time she has dropped 1,000,000 lb. of bombs and used 150,000 gallons of petrol doing it. Grim mockery of the boast made by Field Marshal Goering are the bomb tally markings of her many trips; also painted there are the D.S.O. and two D.S.C.s won by previous captains.

Photo, G.P.U.

THE WAR IN THE AIR

by Capt. Norman Macmillan, M.C., A.F.C.

EUROPE is the focal centre of the United Nations' air strength. In the United Kingdom is a great array of air power —Bomber Command, Air Defence of Great Britain, No. 2 Tactical Air Force, and Coastal Command U.K., together with the U.S. Army 8th and 9th Air Forces. In the Mediterranean there are the Mediterranean Command of the R.A.F. and the U.S. Army 12th and 15th Air Forces, called the Mediterranean Allied Air Force. In Eastern Europe is the Red Air Force. And at sea there is the British Fleet Air Arm which can operate on the northern side of the European square right up to the Barents Sea. Now these air forces that surround Hitler's Europe are able to send into the air some 10,000 aircraft every twenty-four hours, not counting the Coastal Command which operates mainly over the sea.

COMPARE this with the capacity of the Luftwaffe in its palmiest days, the days of the Battle of Britain when the people and Air Force of the United Kingdom stood alone, and Hitler had no other combatant Power to face. Then the Luftwaffe would put into the air perhaps a thousand aircraft by day and about half that number by night, a total of around 1,500 during the twenty-four-hour period.

Today seven times that number of aircraft are engaged in the strangulation of German military power in Europe. Some are engaged in direct assaults upon targets of immediate military value, others are employed against longer-range factory output, some against communications by land, inland waterways, and sea lanes. But generally speaking we are witnessing during the pre-invasion period an Anglo-American version of the Battle of Britain in reverse. It is more than the Battle of Germany, although that is what it is leading up to. It is the Battle of Europe.

BATTLE for a Continent Waged by Air Alone

This leads one to the thought that air battles must be designated by territorial agglomerations much vaster in area than the designations accorded to either sea or land battles. For example, we have had during this war such sea battles as those of the River Plate, and Cape Matapan, Midway Island, and the Coral Sea. We have witnessed land battles such as the Battle of Egypt, of Stalingrad, of Sicily, the Solomons, and so on, in all of which the air has played a prominent part. But during this pre-invasion period, when the armies mass for the triple-Service assault upon the German Western Armies, we see a battle for a continent waged by air, and by air alone.

It is convenient, but incorrect, to speak of a Battle of Berlin. This air assault, carried out by successive attacks by night and day at varying time intervals, against one of the largest of the world's capital cities, is no more than an incident in a far larger battle. It is, as it were, what happens in the case of one ship in a great naval battle—to liken the air action to a sea action. It is not more than that.

And there are so many features in the great air attack upon Fortress Europe—the striking down of the heavy industries whose products go to the manufacture of large guns, tanks, ships, submarines, armoured trains, shells, bridges, and a thousand-and-one important items of military necessity in war; the systematic crushing of the enemy aircraft industry in widely dispersed parts of the continent; the damaging and destruction of enemy aircraft in the air and on the ground to add to the difficulty he must find in replacing aircraft torn out of the production line by the bombers; the pin-point attacks upon specialized targets where isolated factories or even individual houses in cities are demolished.

PIN-POINT Bombing Has Reached a High Degree of Accuracy

The recent attack by Mosquitoes upon a house in The Hague is a specimen case. Here was a house containing matter useful to the enemy, the destruction of which would be of corresponding usefulness to the Allied High Command. Presumably from a humanitarian point of view it was decided that it was necessary to destroy that one house, and to leave its neighbouring houses on either side safe. A surprise day attack from a low altitude did the strategists' work. It was not the first time that such attacks have been made. It is many months since the similar attack upon the Gestapo headquarters in Oslo hit that special building standing in a comparatively crowded part of the Norwegian capital (see illus. p. 264, Vol. 6). Such accurate bombing brings to the aeroplane a new use in war, and places in the hands of directing generals the power to destroy a pin-point target at a distance of hundreds of miles with as much accuracy as gunfire over one-hundredth part of the range. Such attacks require a different standard of intelligence work behind the enemy front. If it were possible to gain knowledge of the exact situation of a number of vitally important buildings containing key matter, it should become possible to use aircraft to dislocate the organization of the enemy staff to such an extent as to throw his machinery of offence and defence out of gear. This would be bringing the artillery of the air into action against the enemy staff with a vengeance.

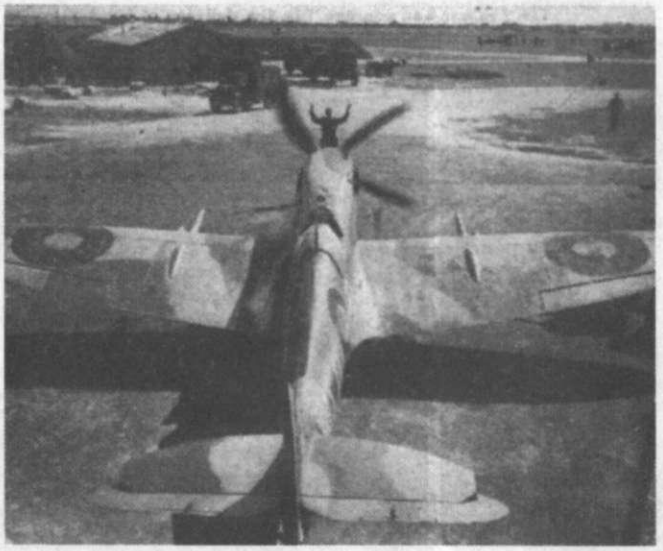
TWENTY-EIGHT NAZI PLANES stood to the credit of Wing Commander J. E. Johnson, D.S.O., D.F.C. by May 5, 1944 when, leading a Canadian Spitfire wing over France, he shot down one more German. Some time before, on March 25, he destroyed his 26th and 27th enemy aircraft during a three-minute battle.
Photos, British Official: Crown Copyright

IT is noteworthy that during General Auchinleck's offensive in Libya a bomb landed on a table around which enemy staff officers were gathered, a perhaps lucky shot which caused disorganization in the Afrika Korps next day. But low-level high-speed bombing has reached such a degree of accuracy when carried out by skilled pilots that it is possible to direct bombs into openings no larger than railway tunnels.

The great air battles are now battles of huge areas, covering so much territory and doing so so quickly as to counter the feint and parry of the defence. Our limiting factor may even now be the area available for bases from which to launch our aircraft, for the territory in possession of the United Nations is comparatively restricted for the operation of such great air forces.

THE question is then to determine, as far as possible, how long it will take with the aircraft which can be deployed from existing bases to pull the enemy down. It may even be that the 7,000 sorties a day which can be directed against German-held Europe by the United Nations' air forces based in Britain and the Mediterranean are not enough, and yet represent something approaching the maximum in operational possibilities.

Should this prove to be so it leads at once to the argument that territorial restrictions handicap the full employment of the Allies' air power. And, just as General MacArthur found it imperative to employ surface forces to capture airfields in the South-West Pacific from which he could strangulate Japanese naval and military power in that area, it may be that it is necessary for General Eisenhower to seize airfields in Western Europe from which to expand the air offensive against Germany. Every airfield captured by the invasion forces will add power to the Allies in the air, and curtail still more the defence efficiency of the Wehrmacht in air, on land, and at sea. More airfields may be the master key to the shortening of the war.



FIRST SPITFIRES OVER THE REICH, one of which is seen here about to take off, flew 700 to 800 miles on a sortie on April 26, 1944 across territory between Aachen and Cologne; they attacked grounded enemy aircraft and a goods train, returning without loss.

Allied Awards for British Services Rendered

L./Bombardier W. REGAN, R.A., received the U.S. Soldier's Medal, presented by Lt.-Gen. Mark Clark, 5th Army commander, on Dec. 25, 1943, for gallantry in saving a U.S. pilot from a burning plane at Pantellaria.

Ldg. Aircraftwoman I. G. LEASK was presented by Gen. Spaatz, Commanding General of the U.S.A.A.F. in Europe, with the Legion of Merit Medal for "extraordinary fidelity to duty and exceptionally meritorious service rendered." On July 2, 1942, she located and identified a U.S. air formation which had become lost at sea.

W/Cmdr. W. DRAKE, D.S.O., D.F.C., of the R.A.F. Shark Kittyhawk Squadron, won the United States D.F.C. while operating with the U.S. 9th Air Force.

Capt. M. RICHMOND, R.N. (centre), and Capt. R. G. ONSLOW, R.N., on April 20, 1943, received the Order of the Red Banner from M. Maisky, then Soviet Ambassador in London. Russian decorations were awarded to a number of other officers and men of the Royal Navy and Merchant Navy for "valour and courage" in the delivery of armaments in Arctic convoys.

Sgt. J. DEARDEN, R.A.F., won the American Air Medal for "meritorious achievements" in photographic reconnaissance for the U.S.A.A.F. The medal was presented at a joint British and U.S. decoration ceremony held at a U.S. Army Air Station in England in October 1943.

C.S.M. REGINALD ALLEN, of the Parachute troops, received the American D.S.C. from Gen. Eisenhower, Supreme Allied Commander, for bravery in stopping a German advance.

Photos, British Official: G.P.U., Associated Press, Planet News

Editor's Postscript

I DARE say you have sometimes felt a shade impatient as you have listened night after night, week in week out, to the statement that our aircraft have been engaged on "mine-laying in enemy waters." I know people who have said, "Why worry about that so often?" Those people did not know the great value of the work that the mine-layers do, or the effect it is having on the course of the war at sea. The mines they lay are magnetic; in the four years since the use of these began more than 500 enemy ships have been sunk by them, a loss to the Germans of about a million tons of shipping. It was the enemy who first brought the magnetic mine into play; we soon found the answer to it. He must be sorry he ever started the game, for it has hurt him far more than it did us. He has had to send out very large numbers of minesweepers, but these cannot clear all the dangers out of the way. Warships as well as cargo and troop-carrying vessels have been destroyed. We mined the Kiel Canal long ago. Now we have mined the Danube. All the coasts of countries under the Nazi yoke have been made unsafe for their ships. So when you hear the familiar phrase now, don't be under any misapprehension. It is telling you something important, something you should be glad to hear.

HISTORY is going to be rewritten. A committee of historians drawn from many nations will compile the annals of Europe for boys and girls between sixteen and eighteen years old. A handbook for teachers of history is also in preparation. But how are the new histories going to deal with characters like Napoleon and Hitler? Unless children are taught from their earliest school-days that many of the men known as "Great" were enemies of the human race and ought to be remembered with loathing rather than admiration, the world is certain to go on as it has done since the earliest recorded times, with war as its most constant and most absorbing industry. Alexander the Great was a madman, Frederick the Great was a scoundrel, Napoleon the Great (so-called to distinguish him from his nephew, Emperor Louis, whom Victor Hugo derided as "the Little") was a man of immense ability crazed by foolish ambition. Hitler and Mussolini appear to be merely successful gangsters, comparable with Al Capone and Legs Diamond. Their methods are identical with those of the Chicago underworld. Yet, if historical precedent is followed, they will be presented as great men a hundred years hence. If we want that new world, about which politicians chatter so much, we must tell the truth about the old world. History has never yet done that.

WHAT baffling divergences of opinion there are among the "experts" about food and the way to use it so as to enjoy the best health! When I saw that one of the chief medical authorities attached to the Ministry of Food had been inveighing against starting a meal with soup, I wondered how many hundreds of times I had heard or seen that view expressed by doctors—and how many speak just as often in the exactly opposite sense. The safest guidance in such a matter is given, it seems to me, by those who are really "experts," that is, in the original meaning of the word, people who have tried, experimented, experienced. The French know more about feeding than any other nation. They have better digestions than any other civilized race. You don't see in France the masses of indigestion remedies that are so widely sold elsewhere. Well, the French always start their principal meal with soup. It doesn't seem to do them any harm. There is a good deal to be said for making a meal off soup, and soup alone—with plenty of bread put into it or eaten dry. For those who have to work again directly after they have done eating, this is as good a lunch as they could have—palatable, satisfying and nourishing—if it is well made, of course. Weak soup is nasty, as well as bad for one.

J. M. BARRIE used to make fun of the Athenaeum Club after he had been elected to it under the rule which admits men distinguished in literature, science or art, without making them go through the ordinary process—the rule which has enabled the Committee to invite General Eisenhower and other American commanders of high rank to become members. Barrie told of washing his hands next to a man who looked nervously at him, but did not say anything. Barrie said "Good evening." The man instantly asked him: "Will you dine with me?" And when he saw that Barrie looked surprised, he added: "You are the first person in this club who has ever spoken to me and I have been a member for twenty-five years." That was in the days, now a good long way back, when the Club was supposed to be "infested with bishops." It was then a much more solemn place than it is now—or was in earlier days. Thackeray gave an account of a talk he had there with Macaulay, of a very lively description. Now that there is far less of the standoffishness that Barrie satirized, the flow of cheerful talk in the dining-room and the smoking-room after lunch is like that of any other West End club. The Americans will not find it different in this respect from the older clubs in New York, which are none of them very gay.

THIS month Assize Courts have begun hearing divorce cases. The change will be scarcely noticed, yet it marks a social revolution. A hundred years ago, and for long after 1844, it was very hard indeed for an ill-matched couple to dissolve their union. This could be done only by carrying a private Bill through the House of Lords, an expensive process which none but wealthy people could afford. Every attempt to give any other Court power to grant divorce was bitterly resisted, not only by the Churches one and all, but by the mass of the nation. It was said that any such step would break up the social fabric, do away with family life, destroy the sanctity of marriage. When the Bill to establish a Divorce Court as part of the King's Bench Division was introduced in 1857, it passed through only because Lord Palmerston, as Prime Minister, said he would keep Parliament sitting until it did. And none of the dreadful results predicted came to pass. Now under the stress of war we have gone a step farther and nobody seems at all perturbed about it.

DANGER to life has always been the parent of superstition. Wars make most of us more credulous, readier to believe gossip, more anxious to invoke the protection of unseen powers. Just now jewelers are cashing-in on this and making a lot of money. They can sell twopenny-halfpenny "charms" or "amulets" for about ten times what they used to cost. A little button with the figure of Saint Christopher on it could be bought for sixpence before the war. Now it cannot be obtained for less than 5s. 6d. Some men wear this in their buttonholes (at the risk, I take it, of being "crimed" on the charge "improperly dressed"); others conceal it under their clothes. Another saint much in demand is Saint Anthony. If you can pay in pounds instead of shillings, you will find no difficulty in purchasing a medallion in enamel and platinum or gold. Seems a lamentable waste of money to me.

WE hear a great deal about profiteering, which means taking advantage of the war to overcharge for goods or services; but I know of many cases in which the convenience and benefit of the community are put before personal gain. I looked at a sheaf of notices in a suburban shop-window the other day and saw one offering to repair watches and clocks. I took a clock to be mended, received it back in good going order, and was charged what seemed to me a very reasonable sum. The repairer told me about himself. He is in the building trade, and "making the wheels go round" is a sideline with him. He does it largely to oblige poor folk who rely on a clock to tell them when to get up from their beds, and he makes them pay as little as possible. He could get work of the kind at far higher rates, but he will not take it. He was asked to call at a house where there were nine clocks, not one of which would go. He took the likeliest, put it right in three days, and charged 7s. 6d. The owner said he had been told in the shops that it would cost 15s. and take ten weeks. He offered the man the job of repairing all the clocks and promised good money. The offer was declined, because this would have meant turning away the people who brought their alarm clocks and old silver "turnip" watches, which they could not do without. That man is, I consider, a true philanthropist, a friend of his fellow-men. All honour to him!

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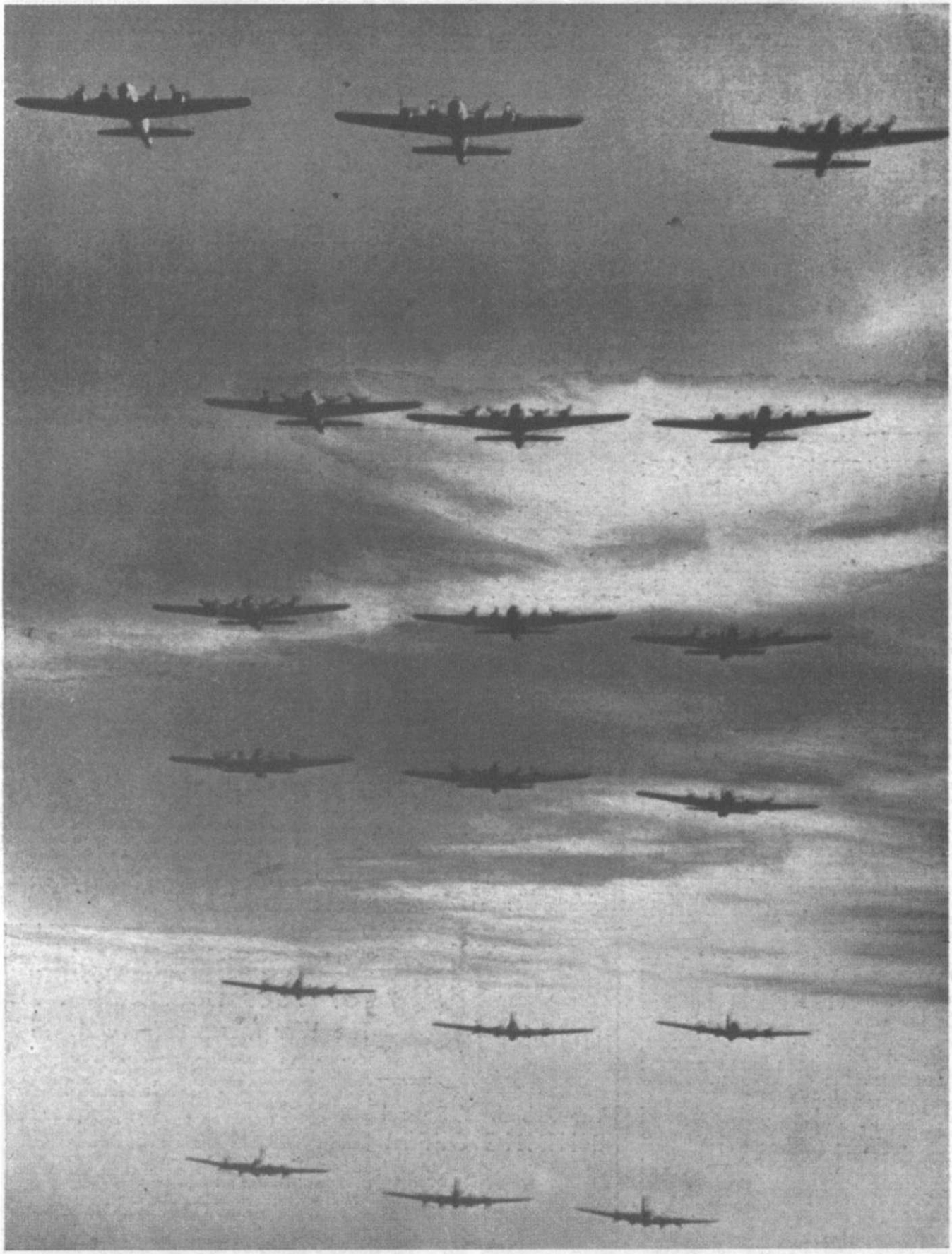
More Forts to Pound the Heart of Germany



BOMBING MISSIONS LIE AHEAD for these U.S. Flying Fortresses carrying out tactical training at a centre in Florida. At this large school crews of Fortress and Liberator aircraft are coached in high-level precision bombing. Apart from the various combat theatres, America has at home four complete air forces, plus many commands for personnel training and experimental work. Total strength of the Army Air Forces is estimated at 2,385,000 officers and men.

Photo, Keystone

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